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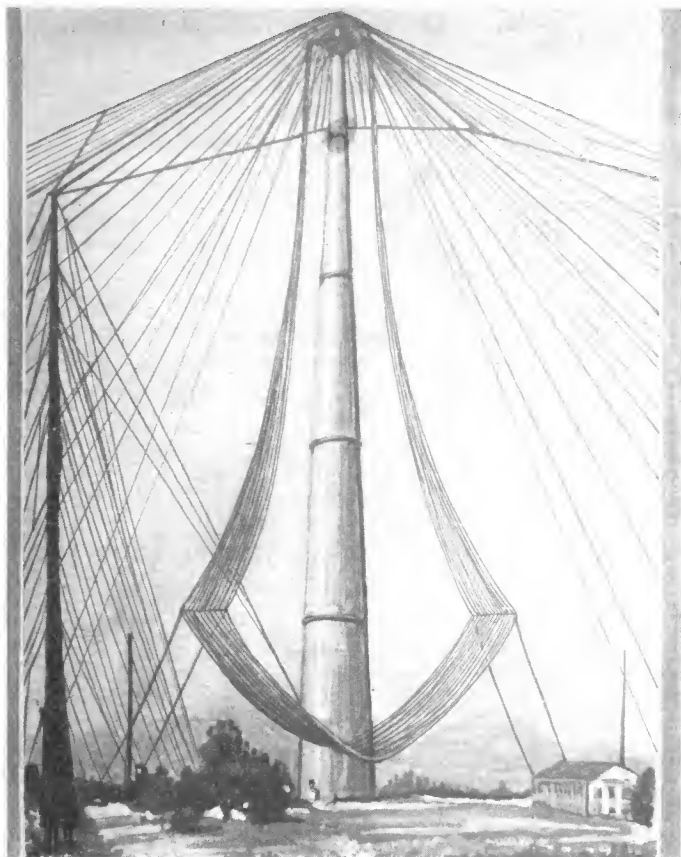
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OF AMERICA**

JANUARY, 1921

VOLUME 2

AT
233 BROADWAY, N. Y.

BY AND FOR
EMPLOYEES



JAPANESE TRANSMITTING STATION, HARANOMACHI

RADIO CORPORATION OF AMERICA

233 BROADWAY

(WOOLWORTH BUILDING)

NEW YORK

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• FRONTISPIECE

JAPAN has recently completed a powerful transmitting station at Haranomachi and a receiving station at Tomioka, which are now handling American traffic with the Radio Corporation of America. It is capable of communicating with our central states. The cylindrical mast shown in the picture is of reinforced concrete, 664 feet high.

GREETINGS FROM THE PRESIDENT.

It is with much satisfaction that I greet you all at this holiday season, coming as it does at the close of the first year of our Corporation's existence. It has been a busy year, in which we have accomplished much. The organization has been strengthened and unified, and the exchange of traffic has been successfully inaugurated with Great Britain, France, Scandinavia, Germany and Japan. Other circuits are in preparation and the outlook for the coming year is encouraging.

The full co-operation which the entire staff has rendered in making all of this possible is deeply appreciated and for it I extend my hearty thanks.

I wish also to express my admiration of the splendid spirit which our entire staff has displayed in providing so much Christmas happiness for others in the stockings which have been filled with toys, candy, books, etc. for distribution to children whose needs have been brought to our attention. This will add much to our own happiness at this Christmas season.

So here's a Merry Christmas to you all, and best wishes for a Happy New Year!



President.

THE PROGRESS OF RADIO TELEGRAPHY

By W. M. V. Hoffman, Jr.

THE development of the art of radio telegraphy during the last ten years has been so rapid that few people have an adequate idea of the progress that has been made in the transmission of messages without wires. To the general public, wireless is either a toy or an enigma. There seems to be little connection between the set of the amateur, with its frail aerial and dangling wires, and the two slim wires strung high above the cabin

of the ocean liner, whence proceeds occasionally spitting noises, as from an ineffective air gun. The great transoceanic stations, which carry a large share of the world's business, are often hidden in unfrequented places; the details of wireless communication with aircraft and submarines are guarded by the government; and while the general public is intensely interested in the art, it has not always been able to keep track of its rapid development.

Wireless, however, plays a most important part in carrying on the world's affairs, and it is particularly appreciated by the owners and masters of vessels, to whom it is not only a convenience and an asset, but is often the direct means of saving hundreds of lives and valuable cargoes which would otherwise be lost. The uses of wireless are so varied that it would be impossible even to summarize them in this article, but a few of its more important applications may be illustrated, particularly as it affects the world shipping.

To a master of a vessel bound from Europe to the port of New York, the ship's wireless is of paramount importance. During the long trip across, when for days no other ship may be in sight, the vessel is continually in touch with the land, perhaps relaying through ships far over the horizon business orders of the utmost importance, or receiving daily reports of the condition of foreign and domestic markets. In addition, a daily newspaper may be published on board, giving briefly the important happenings throughout the world. This news is received late at night from certain powerful stations such as Arlington, Va., the Eiffel Tower, Paris, or Cornwall, England.

The transmission of time signals by means of radio telegraphy was first accomplished in the United States in 1905, and this service, enlarged and extended, has continued to the present time. It is of the greatest value to mariners, as it furnishes a means by which the time, as given by the transmitted signals, may be compared with a ship's chronometer and the error of the chronometer found. Similar comparisons over a number of days enable data to be obtained by which not only the error may be found, but also the chronometer rate; that is, the rate at which it is gaining or losing.

The noontime signals on the Atlantic coast are sent out through the coast radio stations by connections with Western Union telegraph lines from the United States Naval Observatory at Washington. By the operation of proper relays in electrical circuits, the beats of the seconds of a standard clock in the observatory are sent out broadcast as a series of radio dots, commencing five minutes before the time of the final signal. By omitting certain dots in a series, the comparison between the dots and the beats of the chronometer seconds can be checked until the instant of local noon (seventy-fifth meridian time) is reached. This is marked by a longer dot, which gives the time of exact

noon. A comparison with the chronometer time at that instant gives its error referred to the seventy-fifth meridian time. Applying the difference in longitude, namely, five hours, between the seventy-fifth meridian and Greenwich, which is the standard meridian (or 0° longitude), the error of the chronometer referred to Greenwich time is determined. Following the time signals, reports of derelicts, icebergs, or other obstructions to traffic, which might imperil the safety of the vessel, are received.

If by any chance an accident should occur—a serious fire below decks, or the bursting of a boiler, or a collision, distress calls are instantly flashed in all directions. All vessels hearing this call steam to the rescue of the ship in distress, provided they are within a reasonable distance.

On approaching the harbor, if the weather is foggy or overcast, the captain of the vessel may not be sure of his exact position. Here a recently developed radio device comes to the rescue. The vessel sends out a general radio call to what are known as Radio Compass Stations located on the shore, asking for an exact position report. These stations are equipped with very accurate direction finding apparatus, by which they are able to gauge with an accuracy of within one degree, the direction from which the radio signals are coming. These readings are usually taken at two or more land receiving stations, so that the lines of direction may be plotted graphically, and the point of intersection which should indicate the position of the ship, be located with a minimum of error. After making observations, the reports are collected and co-ordinated at the nearest land transmitting station, and sent from there to the master of the vessel. This enables the master to determine his exact position, and also the distance from the various Radio Compass Stations. With this information the captain is able to proceed confidently to the mouth of the harbor.

A new device has recently been invented whereby the captain is enabled to enter the harbor in any kind of weather, and at any time of the day or night. The apparatus in question is closely connected with radio development and, in fact, some of the equipment used with it is also employed in the detection of wireless signals. In brief, the apparatus is known as the "Pilot Cable," and consists of an electric cable, laid on the bottom of the ocean in the center of the channel, through which is sent an alternating electric current of a certain frequency. On both sides of the hull of the vessel are square coils which receive by inductive action the electric impulses from the submerged cable, and convey them to a head-set worn by the wheelsman. If the vessel is directly in the channel, and over the electric cable, the sound will be equally loud in both ear pieces of the head-set. If, however, the vessel varies from her course, the sound will be louder in one ear piece than the other, and this fact enables the pilot to hold

his vessel directly over the cable. In this way she may proceed to her dock in perfect safety, where all arrangements will have been made for her reception, the captain having sent wireless messages to the authorities of the port while yet some distance at sea.

These are the ordinary uses to which a ship's wireless would be put during a voyage from Europe to America.

The evolution of the practical method of signaling by electric waves was distinctly the creation of Signor Marconi. His epoch-making discovery was announced to the world in 1896. The success of his first experiments pointed to enormous possibilities in this new field and aroused the interest of a number of speculative scientists and engineers throughout the world. Following the principles first laid down by Marconi, experimentation was begun on a vast scale. This eventually culminated in the production of a complete and reliable system of electric wave telegraphy.

The first commercial applications of the Marconi system in ship to shore signaling were made about the year 1902, although a number of practical demonstrations had been made previous to that time. Several trans-Atlantic vessels were equipped with wireless apparatus and the results were so satisfactory that a number of commercial companies were organized throughout the world to exploit radio patents.

Extensive commercial applications of wireless signaling soon took place and these brought to light new problems. The principles underlying the apparatus for the production of electrical waves were carefully investigated, and as they were found out and better understood, improved apparatus was developed which increased the useful range of transmission. Attempts were then made to signal by radio from continent to continent.

Marconi's first achievement in long distance working was the successful dispatch of wireless telegrams from Cape Cod, Mass., to Poldhu, Cornwall, England, in 1903. Many obstacles were met with in the efforts to bridge these great distances, but by the application of sound engineering principles they were overcome to such a degree that a commercial wireless service was begun between Glace Bay, Nova Scotia, and Clifdon, Ireland, in 1907. This was the first reliable trans-Atlantic radio route and it has been in commercial operation ever since. There are now several trans-Atlantic and trans-Pacific high power stations in daily operation. These are owned by the Radio Corporation of America.

So valuable was the assistance rendered to shipping by radio signaling apparatus during the years 1909-1912, that compulsory legislation was enacted by the great nations compelling the use of wireless sets on all vessels above a certain tonnage. During these years the art was given a great impetus. New discoveries were made, improved apparatus was developed and standardized, and the range of transmission and reception was markedly increased.

Prior to 1912, the so-called spark methods of producing electric waves were in the majority. This type of apparatus produces what are termed damped electrical oscillations or waves. Since that time the use of apparatus producing sustained or undamped electrical waves is on the increase, particularly in the high power stations for long distance transmission.

Sustained waves are generated by a high frequency alternator, by an arc generator, or the vacuum tube. These waves possess some desirable properties, chief among which is the selectivity obtainable, that is, freedom from interference when several stations operate in the same vicinity. Thus the extended use of undamped waves will permit the number of commercial radio stations to be multiplied with no more interference than would be obtained from a lesser number of stations using the old time spark systems. In addition to the inherent advantages of so-called undamped wave transmitters, pointed out above, such apparatus makes possible wireless telephony. In fact, undamped wave transmitters are now being manufactured which may be employed alternately for either telegraphy or telephony at the will of the operator. The time is not far distant when passengers at sea will be enabled to talk to their friends ashore over a connection extending from the land wireless station to the subscriber's home telephone.

(To be continued)

"KPH"—SAN FRANCISCO MARINE STATION

By A. A. Isbell

MANY believe in the reincarnation of the soul. Radio operators on the Pacific on October 1, 1920, testified to the reincarnation of the inanimate, for on that date "KPH" was born again. Its voice, while not yet full grown, gave evidence of the same quality and penetrating power as that possessed by its progenitors, "PH" of Russian Hill and "KPH" of Hillcrest, for during preliminary tests, with the sun at its zenith, traffic was exchanged with ships nearly 900 miles from San Francisco, and at night communication was held with "KHK" in the Hawaiian Islands.

The grandfather of "KPH" was erected in 1907 on Russian Hill, San Francisco, shortly after the great fire, and was, at that time, considered the most powerful station on the Pacific Coast. The call letters were "PH" and the input power of its transformer was something like 15 kw. This station, in conjunction with "HU" (now "KHK"), was responsible for many historical wireless records—reports came from Japan in 1908 that signals from both stations were heard there. About 1 A. M. October 12, 1908, Marine Superintendent Malarin, who was then operator at "PH," heard an unfamiliar spark calling "PH" and signing "HU." He

immediately answered the call and then for more than an hour and a half the Russian Hill station conversed with Construction Engineer Isbell, who, that night, had completed the work of building the "HU" station, located near the site of the present high power station at Kahuku, for the Wireless Telegraph Company, Ltd., of Hiawaii. This conversation was an historical milestone, for it was the first time that Hawaii and the Pacific coast of United States had been connected by means of wireless telegraphy.



HILLCREST

After a few short years of extreme activity, "PH" station was dismantled and its mast, and another, erected at Hillcrest, San Francisco. This station, with the advent of the three-letter call, became the original "KPH" and before its dismissal as such had several owners and types of apparatus. The original set of apparatus was rated from 10 to 15 Kw. and was equipped first, with an open spark gap on which was installed a compressed air blast; later a non-synchronous rotary gap was installed. The set was tuned to 1,100 meters and was frequently heard in Japan. Regularly during the winter months, traffic was exchanged both ways with ships of the Pacific Mail while the vessels were anywhere from the Golden Gate to the Inland Sea of Japan. Those ships were equipped with 5 Kw. 60-cycle open-gap spark sets, tuned to approximately 900 meters; the receiving side of the apparatus was of the crystal type, bulb receivers at that time being practically unknown.

On April 6, 1917, "KPH" was taken over by the Navy Department and some months later sold to the Government, spelling, at that time, what we all thought to be the doom of commercially operated Marine Coastal stations.

The new "KPH" station is located at the Bolinas high power station, approximately 15 miles in an aviation line from San Francisco, but by the present auto stage mail route it is four hours from the city. The apparatus is housed in a substantial wooden building about 800 feet from the power house and the antenna is hung from

the 260 foot level of one of the steel masts of the high power antenna system, the antenna itself being erected at exactly right angles to the large antenna. The present transmitter is of the 2 Kw. 500-cycle type and is tuned to wave lengths of 300, 450, 600, 1,700, 1,800 and 2,200 meters. It is controlled by operators in the high power operating building at Marshall, 25 miles away, through utilizing one of the four wires that the Radio Corporation owns and operates between the two points. In other words, traffic through the Marine coastal station is handled exactly as that of the high power system. Messages received at Marshall from ships are immediately placed on one of the leased lines between Marshall and the city office at San Francisco, and promptly delivered from the latter point. Traffic destined for ships is handled in a similar manner in the reverse direction, the messages either being picked up by messenger or received by our telephone operators.

Within a few months an undamped wave transmitter will be in operation, which will enable "KPH" to take over the handling of traffic with ships equipped with undamped wave transmitters.

A few days ago an old-timer, just arrived in San Francisco, who knew the earlier "PH" and "KPH" and the difficulties of pioneering in wireless, said: "When, a few nights off the Coast, I heard 'KPH' calling my ship, I could hardly credit my hearing, it seemed too good to be true, and I concluded, for a time, that my last nip of the Chief's Scotch was wood alcohol. However, I came to O. K. and, believe me, I burned the air in handing 'KPH' a string of messages and when 'F.W.' ok'ed the lot without a break or question, I acknowledged the fact of the reincarnation of 'KPH' with joy and thanksgiving, and upon going ashore to pay my respects to the Post Captain of our line, he emphatically echoed my sentiments and ejaculated: 'What did you bring from China?'" The old-timer's Port Captain is a well-known character in San Francisco and has the reputation of being a *dry* wit.

RADIO INSTITUTE OF AMERICA

NEW YORK

ON January first the old Marconi Institute changed its name to the Radio Institute of America. We have an average attendance per day of two hundred and ten men. There are eight different classes for technical instruction. The code tables are divided into five different speeds. Two instructors are on hand during the day session and three in the evening. Hours per day from 1 p. m. to 5 p. m.; evening classes, 7.30 p. m. to 9.30 p. m., five days per week. Fee for day instruction, \$20 per month; \$15 per month for evening classes. Half rates for company employees. Code work includes hand sending, vibroplex and Wheatstone transmitter, plus traffic lectures. Technical course includes theoretical explanation and practical demonstration of every

commercial apparatus in use on shipboard to-day. Entire course prepares a man in from four to five months to pass the Government examination for a first-class commercial license.

Here are just a few items we would like the prospective operators to consider. The steamship companies rent or buy radio apparatus for use at sea. In other words, they take out safety insurance. As the operator in the majority of cases is the only man on board ship who understands radio, it is up to him to see that this insurance is given. Therefore, expert technical knowledge and operating ability are required in order to cope with trouble in times of stress. The operator's first duty is toward the safety of the passengers and crew, and it makes a man feel good when he knows that through his ability safety is largely assured. There have been too many complaints regarding the way the operators bring their sets to port, and in the majority of cases they should be given a vacation on the beach. The trouble is partly due to a poor understanding of the fundamentals and a "don't care" attitude. This has got to stop, or there is the possibility of a serious disaster at sea, simply because a fuse blew or the emergency apparatus was not kept in condition. Don't be afraid of getting your hands dirty or doing a little studying in spare time. It has been the practice (more or less of second operators) to lay back and let the chief worry. They must be made to realize that the chief may not always be with them, and then again, they expect to be seniors some day. The moral of all this is: "Know your set and be able to pound the brass correctly."

ABSTRACTING OF SHIPS' BUSINESS

IN the last issue of the *World Wide* we dealt fully with the transmitted side of the abstract, and, in this issue we shall, in the same manner deal with the received side.

At the top of the abstract there is the space for the name of the vessel and the period the abstract covers. This must always be filled in, even if no traffic is received.

Columns 9-10-11-12-13 constitute the debit side of the abstract, and columns 14-15-16 the credit side.

Column 1—The date the message is received will be entered in this column.

Column 2—In this column will be shown the call letters of the coast station, ship, or relaying station from which the message has been received.

Column 3—The name, in full, of the town of origin, where the message was accepted for transmission to the vessel.

Column 4—In this column the name of the coast station, ship, or relaying station from which the message has been received will be shown *in full*.

NEW YORK RADIO CENTRAL

IT has been felt that it would be much better to wait for our start in *World Wide Wireless* until the Radio Central was under fair headway, but there has now been a sufficient amount of work done to justify a short statement regarding it.

The property acquired by the Corporation for the Radio Central project is about ten square miles in area and is situated in a well-wooded section of the beautiful north shore of Long Island, about seven miles east of Port Jefferson and sixty-seven from New York City. The ground is high and the climate somewhat milder than that of New England. Port Jefferson is a village of about 3,000 people, near enough to the station to afford supplies of various kinds and furnish a reasonable amount of amusement and social activity. The people of Port Jefferson and the entire surrounding section have been most friendly to the enterprise, and our representatives are meeting with a very cordial reception. It is felt that living conditions on the station will prove very good indeed.

Our readers will recall that the printed accounts of this station, which have appeared from time to time, have stated that the project resembles, in general, a wheel with twelve spokes or wings, each wing having six towers 400 ft. high with a 150 ft. crossarm for the support of the antenna. These wings are numbered clockwise, Number XII being the wing nearest to due north. The power station is situated at what would be the hub of the wheel, and the community center a little distance off on a turn-pike, which is a principal route of travel through Long Island, and which will be a state road very shortly.

Construction has been started by our contractors, the J. G. White Engineering Corporation. The scheme is laid out in units and the force is now at work on the first one, consisting of wings V and XI, together with the first section of the power-house and the community center.

The foundations for the towers are practically complete along wing XI. The cut will give a good idea of one set of these bases, which support a tower or mast somewhat similar to the Eiffel Tower in general shape, but having less spread at the bottom. The towers will need no guys, being self-sustaining. As the spans are 1,250 ft. in length, it can be seen that this makes the wings about a mile and a half long, and considerable clearing has been necessary for the proper accommodation of the ground system. It might also be mentioned that these foundations have but about 1/20 of their bulk above ground so that the best part of the work does not show.

Quite a system of roadways has been built in order to give access to the various portions of the grounds, and the natural materials at hand give a suitable surface for the traffic expected dur-





ing the operation under normal conditions. A private railroad siding has been constructed where the Long Island Railroad crosses the property of the Corporation, thus allowing a ready handling of materials.

The community center consists of a clubhouse building, which is now completed as far as the shell and roof, and is practically ready for interior work. The cottages will be started a trifle later. The situation of the community center is particularly good, being on the gentle rise of land facing the turnpike and not far from the Rocky Point railroad station.

A start has also been made on the powerhouse building, which will be completed during the winter. Other units will be added from time to time. An excellent water supply is furnished by artesian wells at the powerhouse and community center, the water being very pure and of a uniformly low temperature throughout the year.

The natural beauty of the surroundings is, by Mr. Nally's direction, being preserved and utilized as much as possible in the various parts of the work, even the cooling pond being made an ornamental feature of the approach to the powerhouse. A tract of land running to the shore of Long Island Sound is reserved for a bathing beach and is easily accessible from the community center.

A former country residence makes very good staff and office quarters for the construction forces, and there is space for a small reading room, which contains the latest magazines and a Victrola, the latter given by Messrs. Day and Jackson. This house is heated, has a number of buildings surrounding it, which are used for stores and a temporary shop, making a construction camp which is much more comfortable than most.

As at all other stations, we occasionally have a few things out of the ordinary, such as fighting forest fires, persuading people in search of antique furniture, which is supposed to exist in the various old houses acquired with the property, that such is not the case; settling disputes among the tenants, endeavoring to avoid those who have original schemes for building the station, and training the Fords to climb around all portions of the work. In some instances it has been noted that no training was needed.

We have learned that it is the proper thing to give an account of all motor vehicles on station. We do not travel in the Rolls-Royce class, but the Corporation owns at present one Republic, one Ford and two Packard trucks, two Fordson tractors, one ordinary or cast iron Ford touring car, two de luxe or self-starting Ford touring cars, one Chevrolet light truck, perfectly and entirely constructed of spare parts, as well as all the various machines in which the men come to work. These are not Fords, and we regret that we cannot list them as they change too rapidly.

The cooking is excellent, and those who get down from the head office are always ready to return for another meal. This seems the place to state that Helme was the first mess officer, and did not resign until he had everyone trained to pay mess bills within thirty seconds of presentation.

In November Mr. Nally made an inspection of the Radio Central, accompanied by Messrs. Sarnoff, Reoch, Edwards and Lush. It is to be hoped that he will find time to repeat this visit often.

We will conclude with the statement that no one is more popular around the works than "Bill," our official mascot. "Bill" appeared one day and hung around until Jackson adopted him. At first Jackson thought that it might be well not to make claim to the dog or to procure a license, until a search had been made all over Long Island with a view to finding a possible owner. "Bill," however, had such persuasive powers that before a week was over Jackson had invested in not only a license, but a collar. "Bill's" principal amusement is motoring.

We have an active force on the works, every member of which is anxious to show results, and we hope before long to exhibit something substantial for inspection.

NEW BRANCH OFFICE

A new office has been opened at 933 Broadway, New York, with William Cockett as manager, for handling trans-oceanic traffic in that busy section of the city.

APPOINTMENTS

Effective December 1, Mr. G. Harold Porter has been appointed General Superintendent, Marine Division of the Commercial Department, Radio Corporation of America.

Mr. Porter will be in direct charge of all the marine activities of this company, including contract solicitation, maintenance and operation of marine stations, and will report to the undersigned as heretofore.

All correspondence, requisitions, etc., relating to marine business should hereafter be addressed direct to Mr. Porter, as follows:

Mr. G. Harold Porter,
General Superintendent, Marine Division,
Commercial Department,
Radio Corporation of America,
233 Broadway, New York City.

Mr. T. M. Stevens has been appointed Assistant General Superintendent, Marine Division, and will be located at the head office, New York City.

DAVID SARNOFF,
Commercial Manager.

PLANT ENGINEERS' DEPARTMENT

BOLINAS

ENGINEER-IN-CHARGE GRAFF left Bolinas on December 7th to take up his new duties as Engineer-in-Charge of the Kahuku station.

Shift Engineer Howard is acting Engineer-in-Charge during the interim between Mr. Graff's departure and the arrival of his successor.

NEW YORK

ALLEX E. REOCH, Plant Engineer, has returned from Montreal, where he spent the holidays with his family.

Shift Engineer E. P. Hill has been appointed to the vacancy caused by the dismissal of Shift Engineer Thomas.

Dynamo Tenders Abbott, Baker and Havel replace Dynamo Tenders Brown, Kennedy and Goodrich, resigned.

KAHUKU

W. H. Graff has been appointed Engineer-in-Charge, succeeding Mr. Dean, who has been acting in this capacity for several months. Mr. Dean is shortly to return to the States for other assignment.

Machinist N. Hackenberg has resigned, being replaced by J. Kurita.

MARION

The rigging staff has been completed by the appointment of Riggers Babineau and Higgins. No other staff changes have occurred this month.

NEW BRUNSWICK

There have been no staff changes this month.

BELMAR

The first hop of the season was given under the auspices of the Belmarconi Club on December 4th and proved an immense success. A large and enthusiastic gathering tripped the light fantastic toe until the wee sma' hours, and even then were loathe to quit.

Quite a feature of the evening was the number of men who, up until the last moment, had strenuously asserted that they could not dance, but who, under the genial influence of music, girls and punch, became actually eager to display their lack of Terpsichorean accomplishments.

Murray, who Irvin Cobb would describe as the "Life of the party," gave an exhibition of some new and wonderful steps, which, he claimed, constituted an Irish jig, but which reminded the onlookers of a St. Vitus' dance.

It is, of course, understood that in these days the punch, made of grape juice, etc., does not possess the authority it once did; but, nevertheless, there are tricks in every trade, and the compounders

of the delectable punch served last Saturday certainly displayed their artistry and undoubtedly will be called upon to officiate on all future occasions. It is a fact that the demands for their product far exceeded the supply and its dispensers attained enormous popularity.

The solid refreshments were also highly appreciated and reflected credit on Mrs. McLaughlin and Mrs. Barsby, who were appointed honorary members of the Grub Committee.

After the musicians had played themselves out, an impromptu concert was given, with Miss McLaughlin presiding at the piano, and everybody joining in the chorus. By the time hoarseness of the throat had developed, most of the bunch were ready to call it a day, and agreed that it was the best dance ever.

Tuthill was the real hero of the night. He washed the glasses and dishes before going to bed, besides lapping up all the fruit left in the punch-bowl.

The Misses Marjorie and Esther McInnis, of the head office staff, were present and were in great demand. We hope they will grace our next jig, when we can promise them an even more enjoyable time. Meacham also says that he will give them some more physical culture drills.

The next dance is scheduled for New Year's Eve and should be a humdinger, as it will be either a masquerade or a hard times party. Our New York and New Brunswick friends are cordially invited, and we are looking forward to a big night.

We accord a hearty welcome to Messrs. F. R. Tuthill, G. J. Murray, A. E. Maclachlan, C. J. Matthews, F. F. Redfern, T. Ward, R. E. Hart, L. H. Ward and E. V. Fleming, who have joined us during the past month.

Double congratulations to W. H. Taylor, who recently became the proud father of a baby girl. Everybody is doing well except the father, and he is expected to recover in time.

MARION

DURING the latter part of November we had a visit from several Swedish gentlemen, who were here for the purpose of inspecting the station. They were accompanied by Mr. Alexanderson and Mr. Lindenblad. Mr. Pillsbury was also here at that time, and went over some of the work with the Engineer-in-Charge.

The riggers have returned from New Brunswick, and are busy making some changes on the antenna. Mr. R. T. Rossi has been here off and on to supervise the work being done.

Alternator number one is nearly ready for operation again. The large transformers have been removed from the top of the machine, and are now placed on the floor in the magnetic amplifier room. This arrangement is meeting favor with everyone, espe-

cially the alternator attendants, as it greatly facilitates the work of cleaning around the machinery.

One of our number left us on the 15th. He was Adam Potgieser, the rigger. Adam was the life of the crowd, and we acknowledge his departure with deepest regret. He has been the life of the bunch, and his ready wit and good humor have won him a place high in the esteem of his friends. We are gradually becoming used to such disappointing events—in fact, ever since prohibition went into effect we can say with the utmost surety that we can all give old man Pessimism a run for his money. We understand Potgieser will go in business with his brother at Pater-son, N. J.

A new arrival is Mr. McGeorge from Greenwich, Conn. He comes here to fill the shift engineer vacancy caused by Mr. Hudson's resignation. Mr. Hudson has gone to work for the General Electric Company.

The Mess held a dance on November 18th, which was a success. We haven't really had a chance to attend those Chatham dances, but cheer up, old "C.M.," we'll be there before long.

Alexander Patten, dynamo tender, has been transferred to Tuckerton. His place was taken by T. S. Morse, of Mattapoisset, Mass. Mr. Morse is an electrician of several years' experience, and is considered locally an expert on Ford cars.

Kremp went deer hunting last week, but at the present writing we are unable to state what luck he had. Aside from being a very efficient dynamo tender, Mr. Kremp is considered a very good shot. He is reputed to smoke "Camels."

Vermilya's latest record with his "backyard" wireless was made one night last month when he communicated with Little Rock, Arkansas. "Speedo" has an audion bulb so sensitive that he can hear the waves sent out by the spark plugs of a Ford car half a mile away.

We regret it was through an error that we did not get our little bit in the last issue of *World Wide Wireless*, but it won't happen again if we can help it.

In the meantime we would like to hear from some of those G. E. men who went out to Kahuku. Kahuku readers take notice and pass this word along to Sully Tawes.

KAHUKU

TO those familiar with the haunts of Kahuku, the following may seem a bit doubtful, but it is quite true that we had an "Honest to God" party consisting of a combination dance and beach party. That such a feature is quite uncommon was evidenced by the expressions on the faces of the Oriental servants who seemed to find great difficulty in finding the couple who were getting married; this apparently being their only under



OPERATING BUILDING, KAHUKU

standing for such gatherings in these unknown parts. However, it has been shown that it can be done, and with success, too, as each individual participant declared. Credit must be extended to our friends Bailey, Street, and McNass, of Koko Head, who helped tremendously by turning their cars into jitneys from Honolulu. The Hotel was fit for the occasion resembling a regular Japanese bazaar, and we'll always know now to select Slewing, Flannigan and Brown for the committee.

We can't help but think how our many friends back in the States will envy our location, if not yet, soon, when we tell them of the pleasant bathing parties on the beach these full moon evenings.

With the work of installing three of the new alternators started here, the station is taking on the looks of a gold mining camp. Two bunk houses and kitchens have been erected, and the number of construction employees would support a regular saloon.

The members of the staff have often wondered why Mr. Dean wears out so many tires, and still has such a pleasant disposition. It appears there are laws older than yesterday that apply to this case.

We are planning a big hallowe'en dance which will be a hum-dinger, and you can rest assured we'll tell you all about it.

What do you say now Bolinas?

KOKOHEAD, OAHU

O—GOLLY—HOW—

This tropical place with its waving palms and sunkist shores has been too much for we brothers of the "key" to even indulge in a little chat with you Easterners and others, but now that our space in the service magazine has been used up by others, we feel that it's about time we "came back," so here goes.

Several changes have taken place since we last appeared in these pages and new faces have appeared amongst us. Remember Old Boy Wally, the second best steel guitar player, he left us to go back to 'Frisco. These hulas and the native okie didn't agree with him; also he claimed he wanted to see some white people once in a while; so much to our regret he left us. Good luck, Wally. Then there was Saxophone Marty, who followed in his footsteps; he decided that these dark-skinned maidens had nothing on his "only" one, so he sailed for the coast midst showers of regret. He hasn't left us altogether, 'cause now we hear his dainty fist at Ket, for which we all are glad. Show 'em, Marty, how to make that code word "ANBK." "Speed Demon" Corey, the famous motorcycle rider, old time WU op, and A. B. Pontius, veteran of the great war, whose tales of the dugouts make your hair stand up, replaced Wally and Marty. They sure are fine fellows and we all feel lucky to have such good ones among us. Our former power-house engineer, Henderson, whose tales of "When I was in the Navy" made us feel for him, has gone back to sea. The Navy made a sailor out of him and he had to go back. Cecil Bailey—you all know him—replaced Henderson. Bailey has one failing, and that is to see how much of the native beverage he can dispose of without feeling hilarious. We all feel lucky that we have him in our midst, 'cause he's our repair man. When our bikes go wrong, or the flivvers, too, why we get Cecil out, and the good old soul fixes 'em up. If it wasn't for him our station Ford would have long ago seen its end. Then, Speedy Baldwin came from Ket to join us, and he was welcomed with open arms. Baldy couldn't resist these warm breezes after freezing at Ket, so back he came. He says it's the only life. We agree with him. (???) LaMoe joined us recently, and his excuse for coming back was the same. Belmar, he says, is the bunk, and now he's enjoying a daily swim at the "Beach at Waikiki."

The rest line up as before. Street, who believes Chalmers motor cars are the best, is still with us. Cherrigan, too, who rides an "EX" that saw service in the civil war, makes his daily trips to us from town. Anderson, the Jap Wizz, still continues to handle that circuit with the skill that only an old-timer could do. Bill talks to those Japs like he was their father. Fine work, Bill. McNess invested in a Nash and now rides in style. One would think that he was a prosperous plantation owner, but Mac says a Nash is N. G. Give me back my Doohick, he says, and I'll make the trip from town in ten minutes. Mac, like all the rest of the married folks, has to live in town and comes out here daily to go on watch.

Those stakes that were planted for the proposed cottages have rotted away, and hopes of ever seeing a "city" out here have died. It's tough work riding twelve miles to work and then back again over roads that look like they were made for a

"Rocky road to Dublin" attraction at an amusement park. Maybe some day we will have a real road, and then how happy we will be. Wilhelm is still among us. Now that the Matson people have put a boat on the Alaskan run, he gets his mail with more promptness, and is always smiling. When is it going to happen, Bill? Last, but not least, is our worthy Superintendent, who joined us on August 1st. Mr. Oxenham replaced Mr. Allen, who resigned to return to the States. Oxy is looking for prospective victims to play tennis with, but so far hasn't found any. There's some agitation here of getting up a team and going over to Kahuku to trim the "natives" there. What you say to that "KU"?

Anderson and Wilhelm have been appointed supervisors.

Traffic moves here with the speed of light. On Nov. 2nd we handled the election returns and beat the cable and Naval Radio by many minutes. Our bulletins were printed in the local papers before the Associated press items, and that's going some. Some of you Easterners want to come out here and see things move. "Speed and accuracy" is our motto, and it's heavy on them both.

We had a dance out here recently, and about fifty people were present. A five-piece Hawaiian orchestra supplied the music and Bailey was the master of ceremonies. He saw to it that all were supplied with lots to eat and drink, and when the strains of Aloha had died away and all started for home, everyone voted it a huge success. We hope to have another one in the near future.

The alternator installation at Kahuku is going along fine, and by the first of the year we hope to blossom out. Watch out for us then.

GULF DIVISION

M. HATFIELD has re-entered the service and has been assigned to the John R. Gibbons, of the Aluminum line, relieving Murray Buchanan, who was called home on business.

District Manager Broussard reports everything running smoothly in his district. Recent transfers made by him include the return of Frank C. Justice from the Mascotte to the Boston district, and the transfer of P. P. Nisbet from the junior to the senior rating to fill the vacancy caused by the transfer of Justice. Mr. Broussard reports that John M. Carr, now attached to the Joseph R. Parrott as purser-operator, has been elected to bring out the new car ferry, now under construction in the Philadelphia district. Carr will be replaced on the Joseph R. Parrott by H. C. Ely.

District Manager Ellsworth has requisitioned a quart of Pyrene fire extinguisher liquid—says he is "hot under the collar." Had a real tough job fitting up the Baytown (Ex-Reginolite) with

one of the new "P-8" standards, at a little burg called Baytown. Baytown is about as accessible to Galveston, or, for that matter, any other place, as is Greenland to New York.

Assignments at Galveston include George G. Norris to the Paulsboro, Fred T. Brennan to the Moshico, and H. O. Zahn to the City of Lordsburg.

With great regret we have to announce the death of Operator James E. Taws, late of the City of Lordsburg, at Galveston, on November 26th.

Recently one of our very kind neighbors next door treated us to a nice cold bottle of—Mississippi River water, the bottle bearing the label of a well-known brand of stimulant. Operator Hille, who, by the way, has been on the Jalisco long enough to entitle him to part ownership, was the first one to spy the bottle and ask permission to sample it. Permission was granted and Hille hasn't pestered us since.

We were very much elated at seeing how nicely our friends in Baltimore got along with Form 98. Misery loves company, and although it is nearly five years since we first tackled that little blue sheet, we still remember some of the lovely expressions that were cut loose.

Seth B. Moorhead was recently assigned to the C. A. Canfield at Galveston in place of John C. Clayton, now in the John Sealy hospital in Galveston.

There is a lot of difference between some people. For instance, recently an operator asked to be relieved from a nice big ship because the radio room was located aft instead of amidships. A few days later we sent an operator to a little tugboat over in Texas and we have just received a letter from him telling us how well he was satisfied with his assignment.

Rex G. Bettis has been placed in charge of the newly-commissioned steamer Tuscaloosa City, of the U. S. Steel Products Company.

Geo. H. Pascoe, after having been confined at the Marine hospital for several months, is now out on the Shooter's Island.

Miss Lena Michelsen, after several years of service on the Tamesi, has been placed in charge of the radio on the new steamer Eugene V. R. Thayer.

EASTERN DIVISION

NEW YORK

WE have a sad item of news to report this month in the death of one of the most esteemed operators in the Radio Corporation's service. James Ernest Taws passed away at the Marine Hospital in Galveston on November 27. He had been ill for some time and found it necessary to be detached from the City of Lordsburg and go to the hospital. Mr. Taws first entered our service December 19, 1919.

Word has recently been received here that the boiler aboard the West Grama exploded at sea and that the steamer put into Genoa for repairs. This will delay the return of our old friend, John Nash, but we hope not for too long a time.

Leslie Veader is now junior on the Santa Eliza, under C. L. Fagan.

Frank A. Kurz and Solomon Goldman resigned from the service in good standing during the month to enter other lines of work.

John Glaister sailed on the S. S. Braddock.

Carl O. Almquist is now on the tug Barrenfork, which is on a wrecking cruise in southern waters.

Frank E. Black took out the Lake Sterling on a few minutes' notice. This vessel is trading between New York and Richmond, Va.

Samuel E. Leonard, recently of the Great Lakes division, is now running on the Lake View, making South American and West Indian ports.

George E. Paris, who gives promise of becoming one of the best and most popular of the men in our division, had the misfortune of leaving his effects on the Wilhelm Jebsen, but through the kindness of Mr. Ellsworth at Galveston, they were returned to him. While waiting for them he filled in on the Invincible, but is now on the unassigned list awaiting a big ship.

BOSTON

HOWARD S. WALTER, Elmer's brother, has returned from the West coast on the Springfield, which has laid up indefinitely for repairs.

Herbert H. McCalmon is on his way to the Orient on the new Japan Arrow, fitted out at Fore River with a type P-8A set by Constructor Elliott, who insists the Japan is as big as the North Land or U. S. S. Arizona.

The Belfast has laid up and Aloysius T. Barber is a frequent visitor at the office. He has not yet taken on the harried expression worn by Bob Philbrook, who has been so forced to economize that he is planning to buy a flivver to run, instead of the Haynes.

Leo. J. Marshall relieved D. M. Evans on the George W. Barnes.

Otto Curtis, of the tanker Kaweah, reports as follows: "Found H₂S gas in oil had made film over crystal. Scrubbed same with brass polish, then washed it with soap and water, and put same in sun to dry. Covered it with uranium, so that its radio activity would be restored. In fifteen minutes its sensitivity was restored." Suggest some of the boys try this out and report results.

K. C. Bridgham, once attached to the Alanthus, and for that reason widely known to radio men, returned to Boston with a repu-

tation for globe-trotting. 'Frisco is now a way station on Bridg-ham's map.

Noel Smith, of the Nacoochee, is anticipating a lay-up, but says the latch string is always out for him at Block Island.

SOUTHERN DIVISION

PHILADELPHIA

THE Philadelphia office recently had the pleasure of a visit from Miss Lena I. Michelsen. Miss Michelsen, we believe, is the only operator of her sex on the Atlantic coast at the present time. She has been assigned to the S. S. Eugene V. R. Thayer, a new tanker recently completed at Wilmington, Del. For over three years Miss Michelsen has been performing the duty of an operator aboard the S. S. Tamesi, a Gulf division ship. Many operators are, no doubt, acquainted with the good work she has been doing on that vessel. Her father, Captain Michelsen, who was formerly in charge of the Tamesi, will be in command of the Eugene V. R. Thayer when that vessel leaves port.

BALTIMORE

G. W. HAYES, of the New York office, was a recent visitor at this office.

Operator Hoffman, after a nine months' trip on the Brazilian steamer Jaboatoa, is back with us again. We understand he is going to return to his home in the Bahama Islands.

Joseph Portman has left the service and is now in the employ of the Independent Company.

We are pleased to hear of former Southern Division Superintendent Thos. M. Stevens' appointment as Assistant General Superintendent of the Marine Division of the Commercial Department. He paid us a flying visit recently, when en route to Washington.

Operators George P. Turiga and Joseph P. Hunter, of the steamers Otho and Carencio, respectively, turned in abstracts which were correct in every detail. Messrs. Turiga and Hunter are the first operators, during the past ten months, who have turned in absolutely correct reports.

The tugs Astrea and Volant, of the Davison Chemical Company, of Baltimore, are at present being fitted with standard $\frac{1}{2}$ KW. panel sets.

Constructor Phil Grantlin recently purchased a new machine. Phil got along wonderfully well for the first two weeks said machine was in his possession, and while his instructor was with him, but Phil couldn't resist the temptation to take said steel steed out one fine Sunday afternoon without license and instructor. Phil tells us he didn't hit the street car, but that the car hit him. Judge Staylor, at the Traffic Court, knows the whole story, and now friend car is awaiting extensive repairs and its owner waiting

for the Automobile Commissioner to grant him another learner's certificate.

Although shipping in general has been extremely dull for the past two months, one of our inspectors personally visited and supplied material to approximately sixty-five ships during November.

Foolish question. "What radiation do you get with your chopper on 300?" "Did you ever get either?"

GREAT LAKES DIVISION

CLEVELAND

ON and after January 1, 1921, the Great Lakes Division head office will be located at 1597 St. Clair Avenue, Cleveland, Ohio. *SITE*—The second floor of a new two-story brick building on the north side of St. Clair Avenue, between East Fifteenth and Sixteenth Streets. *DIRECTIONS*—To reach new offices from Public Square: Take St. Clair car to East Fifteenth Street. From East Ninth Street Piers: Take East Ninth Street Pier car, and transfer to eastbound St. Clair car, or, walk up East Ninth St. to St. Clair, then east on St. Clair to the building—a ten-minute walk.

The relocation of the Great Lakes divisional offices was negotiated by Mr. G. Harold Porter, General Superintendent of the Marine Division, who recently spent four days in Cleveland.

Our new location embraces both offices and storeroom, a feature not enjoyed by us until this time. The combining of the two units will facilitate outgoing shipments of parts, eliminating the loss of many hours occasioned during the past when necessity demanded the dropping of office work to ship some small item in time to catch a vessel at a Lake Erie port.

This may be a good time to mention for the information of the uninformed that Great Lakes bulk carriers during the season of navigation are habitually termed "race horses." This classification is made after a digest of the remarks passed by Great Lakes freight vessel operators; they, and they alone, knowing the facts as they exist. Whenever a freight vessel remains in port over twenty-four hours at a stretch, the crew as a whole wonder what special holiday it can be; while the vessel managers add a few gray hairs to their ever-growing crop. Innumerable instances are on record where a freight vessel arriving at a Lake Erie port has discharged anywhere from six to twelve thousand tons of iron ore, and departed again for another load inside of six hours. We wonder what our salt water brother operators would say to such speed.

The unloading facilities of the lake port docks not only hinders the ship operator from spending two or three consecutive days on terra-firma, but in the case of repair jobs, of which we are

blessed with our share, these same unloading facilities require the construction force to be on the job both day and night. The sentence, "I'll repair the S. S. Blank's generator the first thing in the morning," is synonymous with a resignation, for on the following morning the S. S. Blank will be fifty or more miles closer to another cargo. Although the season of navigation in the Great Lakes Division covers a period of but eight months, we find a very few "ifs" and "wills" in this region, such words and phrases having been supplanted by "I finished that job before breakfast this morning," and "I met her as she came in at midnight last night."

Joe Angsten, who laid up the Byers the early part of the month, spent the holidays with his folks in Wisconsin.

Rean and Sam Mooney, honest-to-goodness brother operators, who completed the season of navigation aboard the Clemens A. Reiss and the M. A. Bradley, respectively, are both at home at Gaylord, Mich., and have reported rabbit hunting to be a keener sport than dodging storms on Lake Superior during the fall.

Paul W. Heasley, who laid up the Eastern States, advises he will seek employment in the Eastern or Gulf division after the holidays.

Guy Harden, who helped to put the Western States in her winter quarters, has been transferred to the Eastern division.

J. E. Spencer and Henry Grossman, who have laid up the Huron and Alpena, respectively, contemplate remaining in Cleveland during the winter months in order to get an early start on the Lakes in 1921.

A. H. Freitag, who successfully laid up the White, was a recent visitor at the Cleveland office. He claims the Great White Way of Calcite makes Broadway look like a Mexican nickel.

Frank Weide has just recently tied up the tug Whitney for the winter, having been assigned to her during the tug's recent operations in Western Superior.

We have every reason in the world to start getting a corner on the rice market, due mostly to the fact that Bill Kunner, who has laid up the Carl D. Bradley, is soon to get married. J. E. Spencer, it is rumored, has the same aspirations.

L. M. Davis, who laid up the Harvey H. Brown at Buffalo, has landed soft pickings in his home town at Coshocton, Ohio, for the winter months. More power to you, Lauress.

"High life" Monde, who stowed away the Livingstone for the winter, is contemplating a trip to the Gulf in the very near future.

At this issue the only remaining vessels in commission in the Great Lakes division are twelve car ferries and three passenger vessels running on Lakes Michigan and Erie, and from all reports are getting their fill of weather with a big "W."

PACIFIC DIVISION

SAN FRANCISCO

THE installation work at the San Francisco depot has been keeping up to the top notch all through the month of November and promises to keep right on at the same rate to the first of April with the orders now in sight. The condition is unusual for the reason that almost every other line of business is feeling the slack which has occurred throughout the country.

A few USSB ships have been laid up at Southampton Bay on account of scarcity of cargo but so far none of those controlled by this company have been included. We expect a problem to solve in trying to keep the storage batteries charged in case any are laid up later.

Oil tankers are in great demand and the ship yards are rushing work on this class of vessel. We have contracts to install ten of them by the first of April.

The Amateur Convention held in San Francisco on Nov. 26-27-28 proved a great success and was very well attended. It was called for the purpose of getting all the amateurs of the Pacific Coast together to form a permanent organization for the interests of the amateur. The organization is to be confined strictly to the amateur field and is not to be associated with any commercial body. Its object will be to develop the amateur wireless field and outline ways in which to use their resources to the best advantage in training operators for the Army and Navy in case of war and possibly in preparing them for commercial wireless.

A wireless show was held in connection with the convention at the San Francisco Gymnastic Club Rooms and like the convention was a decided success. All the available space was taken for booths, principally by the manufacturers of apparatus for amateur use, although the Commercial companies were well represented and the Army and Navy contributed a big display of Army and Navy standard apparatus including a compass station, equipped and working. We feel a bit proud of the favorable comment and praise which was drawn by the Radio Corporation exhibit there.

L. P. Acton of the Santa Rita had his second narrow escape last week when the ship was compelled to abandon the Barge W. J. Pirrie off Umatilla Reef. Both vessels were almost on the rocks when the tow line was cut barely in time to save the former. The W. J. Pirrie drifted ashore within a few minutes after the line was cut and went to pieces on the rocks. Only two of the crew of twenty-three escaped with their lives and were found by the Indians after they had wandered for three days along the coast. The twenty-one bodies of the victims were recovered later.

We have the pleasure at last of announcing a marriage in these columns. C. A. Perigrine, Director of the Radio Institute of

America, is the lucky man, and Miss Manila Nattress is the lucky girl. We wish them all the happiness that is theirs to have.

Fred Wiese is the proud father of a baby boy which arrived since our last contribution to these columns. He thinks that it was unkind of us to send him to San Pedro for the Mary Luckenbach installation at this time.

SEATTLE

H. W. Barker, in charge of construction at Seattle, has returned from his vacation. He enjoyed two weeks of perfect weather at his mother's place in the country.

Herbert J. Scott, who relieved Mr. Barker temporarily, is now Assistant Instructor at the Y. M. C. A. Radio school.

Paul Gill arrived here from the East coast on the Yosemite. On account of this vessel needing some repairs, she was laid up and the entire crew transferred to the Eastern Mariner.

Willus Hicks, senior on the Admiral Dewey, took one trip off in order to attend the marriage of his sister. His place was taken by T. A. Kinsey. Mr. Kinsey goes back to his old ship, the City of Seattle.

E. Wolcott relieved F. Carson as first on the Governor.

We recently read that District Manager Palmer, at Portland, claimed to have the champion letter receiving operator. If he receives more than Walter Mansfield, on the Spokane, we can't see where Palmer finds room to put his master copies and accessories!

SAN PEDRO

F. W. Everitt arrived in this port from Scotland, after a voyage on the West Kedron.

Chas. H. Lowell was assigned to the Broad Arrow, relieving L. F. Campbell, who was called home account of illness of his mother.

It is very difficult to gather news at this port, as the Los Angeles papers scoop all the really good news and leave the writer only the crumbs from the waste basket.

If we were a native of Connecticut we might tell you about the electric eel that comes into the inner harbor waters and interferes with the 600 meter wave—but that's a long story, and a slippery one, and we might not get away with it.

In a recent article we dilated, elongated and almost suffocated in trying to describe the beauties of our port, so we cannot dig up past memories on that subject.

We might tell you that Los Angeles is the home of the leading motion picture folks, but you are all fans and have seen them all, even to our own Mary.

We might name the operators who do not report to this office on arrival—but we won't.

We might tell you of all the new business we expect to land in 1921, but that would be giving information to our competitors—so we'll just ask the printer to put a period here.

RADIO CORPORATION OF AMERICA

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G. Harold Porter,
General Superintendent
Marine Division
Thomas M. Stevens,
Assistant General Superintendent
E. E. Bucher,
Commercial Engineer
George W. Hayes
Traveling Representative
John B. Duffy,
Superintendent Eastern Division. 326
Broadway. N. Y.
Arthur A. Isbell,
General Supt., Pacific Div., Insurance
Exchange Building, San Francisco
Lawrence A. Malarin,
Marine Superintendent, San Francisco
George W. Nicholls,
Dist. Supt., 136 Federal St., Boston
James M. Sawyer,
Supt., Maintenance, Repair and In-
spection, 326 Broadway. N. Y.
Lee L. Manley,
Assistant Superintendent
Julius A. Pohl,
Superintendent Gulf Div., 331 Canal-
Commercial Building, New Orleans
Edwin A. Nicholas,
Superintendent Great Lakes Division,
1597 St. Clair Ave., Cleveland

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Traffic Manager
John B. Rostron,
Assistant Traffic Manager
H. Chadwick,
Superintendent. 68 Broad St., N. Y.
C. J. Weaver,
Assistant Supt., 68 Broad St., N. Y.
W. H. Barsby,
Superintendent, Belmar, N. J.
W. E. Wood,
Superintendent, Chatham, Mass.
G. E. Baxter,
Supt., 300 California St., San Francisco
F. M. Roy,
Superintendent, Marshall, Cal.
H. A. Oxenham,
Superintendent, Koko Head, T. H.
W. P. S. Hawk,
Superintendent, Honolulu

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C. H. Taylor,
Assistant Chief Engineer
COMPTROLLERS DEPARTMENT
C. J. Ross, Secretary and Comptroller
H. A. Sullivan,
Auditor of Disbursements
Alexander Nicol,
Auditor of Receipts

PLANT DEPARTMENT

Alexander E. Reoch, Plant Engineer

DIVISIONS

W. A. Graham, Transmitting Stations	C. W. Latimer, Receiving Stations
W. G. Lush, New Construction	R. T. Rossi, Construction Inspector

ENGINEERS-IN-CHARGE TRANSMITTING STATIONS

T. J. Hayden, New Brunswick	G. L. Usselman, Tuckerton
B. S. Y. Clifton, Marion	W. H. Graff, Bolinas
S. W. Dean, Kahuku. (acting)	

DISTRICT MANAGERS

W. P. Kelland, Gay and Pratt Sts., Baltimore
Edwin M. Hartley, 109 South 2nd Street, Philadelphia
L. H. Gilpin, 220 Brewer Street, Norfolk
Watson Sidney, 204 Broughton St., West, Savannah
P. R. Ellsworth, 410 24th Street, Galveston
Alfred Thomas, Jr. Chief Operator, 510 Bonheur Building, Chicago
W. F. McAuliffe, Maritime Building, Seattle
R. S. Palmer, 317 Lumber Exchange Building, Portland
H. L. Bleakney, Southern Pacific Building, San Pedro
G. B. Williamson, Port Arthur
J. E. Broussard, P & O Steamship Co., Key West
R. H. Coffin, Representative, Battle House, Mobile

The Newest Radio Books

The books described below are of particular interest to men whose work is in the wireless field.

Each one of these books will give you new facts, will broaden your knowledge and increase your earning capacity.

1920 YEAR BOOK OF WIRELESS TELEGRAPHY AND TELEPHONY \$3.75

The Thermionic Valve and its Developments in Radio Telegraphy and Telephony.

By J. A. Fleming, M.A., D.Sc.

279 pages
144 diagrams and illustrations Price \$5.00

Wireless Telegraphy and Telephony

First Principles, Present Practice and Testing.

By H. M. Dowsett, M.I.E.E.

331 pages
305 diagrams and illustrations Price \$3.00

Selected Studies in Elementary Physics

A Hand Book for the wireless student and Amateur.

By E. Blake, A.M.I.E.E.

176 pages
43 diagrams and illustrations Price \$2.00

Wireless Transmission of Photographs

By M. J. Martin

Revised and Enlarged Edition.

143 pages
Fully illustrated Price \$2.00

Telephony Without Wires

By Philip R. Coursey, D.Sc., A.M.I.E.E.

414 pages
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WORLD WIDE WIRELESS

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FEBRUARY, 1921

VOLUME 2

AT
233 BROADWAY, N. Y.

BY AND FOR
EMPLOYEES



WINTER SCENE IN CANADA

RADIO CORPORATION OF AMERICA

233 BROADWAY

(WOOLWORTH BUILDING)

NEW YORK

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AMATEUR VERSUS COMMERCIAL RADIO

ABSTRACT OF AN ADDRESS DELIVERED BEFORE THE BROOKLYN RADIO CLUB, DECEMBER 22, 1920

By Pierre H. Boucheron

TWELVE years ago, while traveling on one of the New York "L" lines, I gazed for the first time upon one of the few amateur aerials in New York. Alas, my doom was sealed, and the next day I was stricken by the violent sting of the radio "bug."

Back in those "early ages" of amateur radio there was something like five or six stations in New York. Indeed, they were few and far between. Perhaps some of you may have heard of these pioneers. There was Vermilya, who signed "VN"; Cannon, who signed "CC"; Eltz, who signed "GE"; Lemmon, Runyon and the dear old "Dad of Radio," Dr. Hudson, who, by the way, died recently in a very unfortunate way.

Amateur radio of 1907, 1908, was of an entirely different nature than the radio of today. There being so few amateurs in the United States, they were not considered very seriously by the authorities, for neither the Navy nor the commercial companies had enough stations in operation to bother about the use of special non-interfering wave-lengths.

Those were indeed the good old days of radio. The ether was used in a happy-go-lucky fashion, with no thought of tuning or bothering about decrement and the larger amount of power available the better. If one had a thousand dollars or more to spend for a transmitter, very well, it would be a 5-kilowatt "coffin-type" transformer, and the more interference it caused the more notorious became the owner. In other words, the more "etheric noise" he made the more prominent he was in the locality.

I particularly recall a set of wealthy amateurs residing in the upper part of New York, all equipped with powerful transmitters ranging from one-half to 5 kilowatts, and who so controlled the air in the vicinity of New York as to have the few commercial stations completely at their mercy, so to speak.

If John Smith felt that he had not asked, "How is my spark now, old man?" enough times that particular evening, the old United Wireless Station, "N. Y.," simply had to wait until the agony was over before the operator could proceed with the clearing of traffic with the few incoming and outgoing vessels.

THE LURE OF RADIO

The more adventurous spirits, however, used it as a means to an end, for the sea held plenty of excitement and thrills. Secretly, if not openly, it was the desire of most of these pioneer amateur men to become seagoing operators. Rich or poor, they

packed their \$25 solid leather suit cases or their 98-cent papier-mache handbags, as the case might be, and one after the other they trotted down to 42 Broadway and a few days later embarked upon adventurous careers. No license was needed and one only need know the American Morse code to secure a berth on either a first-class passenger ship or an old tramp oil tanker.

They traveled to many ports, particularly those of the West Indies and South American countries, and came back laden with good cigars, bunches of over-ripe bananas, monkeys on strings, mad love affairs with Spanish señoritas and rather violent spells of laziness brought about by the idling of long voyages. Those were certainly the happy days.

Then came the more stringent laws which regulated both the amateur body as well as the commercial operators. A great deal of cramming of radio books was done in order to pass the much dreaded examinations. Our friends in the Brooklyn Navy Yard dismantled ponderous and obsolete radio sets, including the armatures of motor-generators, short-circuited hot wire ammeters, plugged in a few burned-out fuses here and there, criss-crossed connections, inserted a few extra and misleading pieces of apparatus for good measure, and told us to go to it and *make the set work*.

THE TURNING POINT

These may be said to have been the "Middle Ages" of radio; the awakening point, we might say. Amateur as well as commercial radio was being recognized as an important factor in the development of this great country, and that is why our lawmakers saw to it that some of us did not break our necks in attempts to outdo each other. As you all know, amateurs were assigned wave-lengths of 200 meters and the commercial boys were assigned to 600 meters and above. More attention was paid to tuning. The straight coupled sets were junked and the tuning transformer or "jigger" became law. Still there was no great need to worry, for the number of amateur and commercial stations had not reached the great number we have today.

Slowly, though surely, the insidious bite of the radio "bug" began to have its effect. Thousands of boys and young men who previously had had nothing better to do than to spend their evenings at the corner poolroom, became infected with these most prolific germs.

Radio magazines began to appear on the news-stands and were published far and wide, until today there are no less than seven of them in the United States alone, each one of which has a rapidly increasing circulation. These magazines, by the way, have done a great deal to spread the glad news concerning amateur radio.

THE PART PLAYED BY AMATEURS

It is perhaps interesting to know that many of our leading engineers began as amateurs, while the great majority of the commercial operators and commercial men in general, likewise began as amateurs.

A short time ago I had the good fortune to be sent to the great Radio Corporation transmission station at Marion, Mass. The marvelous work that this station is doing is another feat to the great monument of the radio science. I was awed by the sight of the ponderous 200-kilowatt alternators which deliver an antenna current of 425 amperes and which work continuously each twenty-four hours of the day with Nauen and Stavanger. I was equally impressed by the spectacle of the fourteen 395-foot masts which hold the flat top antennae.

I was still further impressed when informed that of the seventeen persons attached to the station, no less than five were formerly amateurs, in fact, one of them was no less a person than one of the boys who used 5 kilowatts of power to make himself heard while in upper New York, back in the happy days of 1908.

Thus you are faced with the importance which government and private radio organizations place upon the beginners and amateurs. The war probably did more than anything else to bring this important fact before the attention of the authorities, as we shall soon see.

Following closely upon the so-called "Middle Ages" of radio came the war. Here, indeed, is where the amateur proved his worth, and all future legislation, whether favorable or unfavorable to the amateur, must fully realize and take into account the potential assistance you are in a position to render during the moments of emergency. The government called upon the radio amateurs to fill the ranks of both the Navy and Army Signal units, and all those who were not too young or who did not have dependents, quickly responded.

As a matter of fact, some of the most important positions were filled by amateurs who had never had either government or commercial radio experience. I have nearly one hundred friends and acquaintances who rose quite high in Army and Navy ranks such as captains and majors in the Army, and junior and senior lieutenants in the Navy.

Even so, there were not enough amateur or professional operators to fill the ranks of a great army and a great navy, so many additional newcomers were trained. I understand that the U. S. Signal Corps alone has trained something like 50,000 men in the theory and operation of the modern radio installation, while the Navy has probably instructed 20,000.

WORLD WIDE WIRELESS

These young men are now back in civilian life and are scattered over all parts of the country. Needless to say, every one or them, in a greater or lesser degree, has experienced the keen fascination and the many thrills known to the radio enthusiast. Incidentally, the greater part of them became amateurs. They set up complete receiving and transmitting sets in all parts of the country and are now keeping in touch with the game, advancing with the art of radio telegraphy and telephony.

OUR RADIO LAWS

We are very fortunate in this country not to be hindered, as are our less fortunate European brothers. We are free to send and receive to our heart's content, providing we obey certain laws and regulations. Our Canadian brothers are somewhat less fortunate, for what can one do in the line of transmission with 50 meters? England and Australia, I understand, are beginning to loosen up with their amateurs, but still their laws are far from favorable when compared to ours. France limits its amateurs to the reception of time signals and meteorological reports only, and one must not copy commercial or government messages, for this is against the law. However, there will need be a great number of radio detectives to censor what an amateur is *receiving*. Holland also permits amateur reception, but no transmission. Germany, on the other hand, does not permit any amateur activity whatever.

So you see, fellow amateurs, we are really fortunate; it is, indeed, the country of the brave and the free, even though our dreadful prohibition laws limit our beer to one-half of one per cent.

THE FUTURE

And now a few words concerning the future of radio amateurs. While in the radio publishing game, I often received letters from amateurs in all walks of life asking just how one could use his amateur knowledge and experience to advantage—that is to say realizing some commercial value out of it. Unfortunately we cannot be Marconis, DeForests, Alexandersons, Weagants, or Pickards; some of us must of necessity remain radio wall flowers.

In spite of this distressing fact, however, there is no need to despair. There are today thousands of opportunities in the radio field which did not exist five, ten and twelve years ago. This so-called game has become an exact science and there are many sub-divisions of it. In other words, one must specialize in any given branch of it, in order to really be someone.

We have today specialists in radio reception and radio transmission. These are sub-divided into specialists in low-power transmission, short wave and long wave reception; spark, arc and alternator experts, vacuum tube experts, loop antenna experts

and so on. Any one of these subjects holds the possibility of further research and development, and will therefore be the task of our future radio engineers.

There are some who say, "This radio is a great game to play with, but there is no money in it." There *is* money in it, but you must work for it. There is as much remuneration, if not more, in the commercial radio industry of today than there is in many highly specialized professions. Not only that, but the pay is rising instead of falling.

Just think of it: back in the old days, six years ago, let us say, an operator went to sea for \$25 and \$30 a month; today he is paid \$100 and \$125. Surely the cost of living has not increased five times what it was in those days. Don't forget, by the way, that in addition to the present good pay there is included ample food and living quarters as well.

One does not necessarily have to go to sea. There are plenty of opportunities ashore, be they in construction, inspection, manufacturing and selling, as well as the operating fields of radio.

It would be foolish to say, of course, that every individual amateur should strive to secure a berth in commercial radio. There are too many amateurs and not enough positions to go around. Furthermore, there are many types of amateurs, and the number who find their way into the commercial ranks are very few indeed in comparison. The greater part use radio as a hobby and at the same time it is an excellent mind trainer. There are some, of course, who are in the allied branches, such as the electrical, the telegraph and telephone fields; to these radio is a diversion.

The point I am trying to get at is that if you are really desirous of entering the commercial ranks of radio, there is plenty of room for you, and no doubt you will secure as much success here as in any other branch.

Remember, that although radio is a highly specialized science, there remains many problems to be solved, and as the art advances and it becomes more and more a complex subject, there will be plenty of work to do and plenty of fame to be gained for future radio men.

THE PART PLAYED BY THE VACUUM TUBE

I hold in my hand a miniature, though practical, instrument, which has done more for the advancement and development of radio than any other. It is the vacuum tube, which has rightly been called the modern Aladdin lamp. It is certainly wonderful, for it is capable of more feats than any other given electrical appliance.

Mr. E. F. W. Alexanderson, who developed the high frequency alternator making long distance transmission possible, re-

cently voiced some thoughts in connection with the vacuum tube which are vivid and interesting. "Scientists tell us that electricity is no longer the mysterious power fluid that we have imagined flowing smoothly in our wires. Instead it is composed of miniature planets or comets of, condensed material electricity of definite charge and mass, shooting across a miniature universe inside of a glass bulb, and following orbits that can be calculated as accurately as the orbits of the planets."

Fellow amateurs, this little bulb, which is hardly larger in size than a cigarette, or any one of its mates of possibly larger dimensions, is destined to revolutionize future radio and it will not take very many years either. It will not only benefit and change present systems of commercial radio, but it will prove an excellent stimulus to amateur radio, which is on the way to become even more popular than amateur photography.

As you see the man or woman promenading in the park on Sunday afternoon carrying the inevitable camera case, so will you see the future amateur carrying his little case which will contain sufficient apparatus to communicate by radio over comparatively long distances within the city or country.

I have tried to secure some authentic information concerning the number of amateurs in the United States today. As near as I am able to ascertain there are over 200,000 amateurs of all classes and the number is constantly increasing, due probably to the excellent publicity that is being given to radio not only through the medium of the radio magazines themselves, but to the daily press of the country.

WATCH FUTURE RADIO LEGISLATION

And last but not least, whenever you hear or read of any individual attempt on the part of misinformed gentlemen to seriously curb the activities of American Amateur Radio, rise as one and fight to the last trench against such measures. In this connection your radio magazines and the officers of your associations and clubs will always do their utmost to keep you informed on such propositions, as they may present themselves, and, therefore, give you ample time to vigorously resent it by writing strong protests to your representative at Washington. Remember the unreasonable curbing of amateur radio is un-American, and certainly not symbolic of liberty and freedom.

Keep your ears well glued to your receivers and don't be caught napping. Remember that others are constantly listening-in.



THE PROGRESS OF RADIO TELEGRAPHY

By W. M. V. Hoffman, Jr.

(CONCLUDED)

The most promising field for radio telegraphy and one in which its application will revolutionize present methods is that of continent to continent signaling. For this work several high power radio stations constructed by the Radio Corporation of America are now in daily operation. A number of more powerful long distance stations are under construction, including the great New York Central Station at Rocky Point, Long Island.

A definite idea of the ultra-modern character of this radio plant may be gained from the observations of Edward J. Nally, President of the Radio Corporation of America, under whose direction the world wide wireless system has emerged from an idea into a reality. "Everyone at all familiar with wireless," said Mr. Nally, "knows that at Nauen, Germany, and Bordeaux, France, are two of the largest stations in the world. Up to now they have been viewed with admiration; consider, then, the tremendous advance presented in this latest step; the New York Radio Central Station in the aggregate, will be five times more powerful than either of these!"

He explained that there will be five complete transmitters, each one a duplex unit with a corresponding receiving station located nearby. All five transmitters and the five receivers will operate simultaneously and will transmit and receive messages over thousands of miles continuously during day and night.

"New York will be the direct focal point of the world's intelligence in an entirely new sense under this communication scheme," he continued. "As soon as the station is completed immediate message service will be established with France and Germany to supplement the existing commercial circuits; ultimately, radio from this station will connect up Buenos Aires and other points in South America, and ether-wave messages will be flashing to and from Poland, Sweden, Denmark and other European countries. Like the ripples that race in circles over a pond when a stone is dropped in the water, the electromagnetic waves from this station will soon encompass practically the whole of the civilized globe. It is a plant that dwarfs all existing wireless stations into insignificance; a single unit will have power and range the equivalent of the largest wireless stations in the world today."

The form of aerial construction, too, is wholly a new departure. From the central power house six spans of aerial wire will radiate out in a star pattern to a distance of more than one mile from the center. The wires of this huge antenna will be supported on a self-supporting steel tower, each 400 feet in height, with the wires suspended at the top between 150-foot across arms. Each

of the six antennae will have twelve towers, forming, so to speak, the spokes of a giant wheel, fashioned out of seventy-two miniature replicas of the famous Eiffel Tower in France. Five of these antennae spokes will be used for regular service, while the sixth is reserved for emergency operation.

Far more impressive than physical appearance, however, will be the things the eye cannot encompass. Appreciate, that in the wires forming each spoke of the gigantic heel there will be generated a power equal to the greatest of present day trans-oceanic wireless stations; then comprehend, if you can, the fact that all five of these powers may, if desired, be combined into one, for signaling. A telegraphic signal created out of such tremendous electromagnetic energy could encircle the entire globe!

Mr. Nally emphasized another forward step in engineering which will be incorporated in the super station. "We will utilize what is termed a multiple tuned antenna, which," he explained, "materially reduces the wasteful electrical resistance of the long, low, flat top aerials formerly used. A great saving in power is thus effected; in fact, for the same power input formerly used for a single station, six times the effectiveness at a distance is obtained. In other words, we obtain with this antenna the same effect at a distance with 200 kilowatts input as would be obtained from the old type of antenna with 1200 kilowatts input! This new type of antenna is the equivalent of six independent radiators, all operating in unison at the same wave length, and for the complete station with its five antennae units the power required will be less than 20% of that formerly necessary. The project, however, contemplates additional possibilities. To illustrate: We may, in many cases, utilize but one half of a single spoke of the antenna system for communication service to a certain point. On this basis, the Long Island Station will ultimately permit simultaneous transmissions to a maximum number of ten points in the world, thus doubling the communication facilities originally planned."

The great problem of trans-oceanic radio signaling has been the interference of atmospheric electricity, which often delayed communication for several hours. An important contribution towards the reduction of this interference was made by R. A. Weagant. He devised a method by which this interference is annulled to such a degree that wireless has become a very active competitor to existing cables. The net result will be a cheaper and more accurate service, for it must be remembered that the initial expense of a radio installation is less than that of a cable. Beyond this the radio system does not possess the inherent speed-limiting qualities of a wire or cable circuit.

It is not possible in the limited space of this article to give an adequate idea of the progress in radio design and application. It is sufficient to say that each month brings forth new discoveries of the utmost practical value.

WORLD'S RECORD FOR GERHARDT



THE world's record for fast reception of radio signals was broken by A. E. Gerhardt at the wireless show of the Pacific Radio Convention on November 28, 1920. Gerhardt copied forty-nine and a quarter words per minute for four consecutive minutes, with but five errors. A Wheatstone transmitter was used for the contest and messages of ten words in length were sent.

Gerhardt also won first place in copying ten letter code messages at a speed of 33 words per minute.

Major J. F. Dillon, local United States radio inspector, was the judge of the contest. The prize awarded to Mr. Gerhardt was a silvered electric shaving mirror.

Gerhardt is employed by the Radio Corporation of America at the high power station, Marshall, Calif.

He succeeded in winning second prize at the speed contest of the recent exposition in San Francisco, but he is now the uncrowned king of the radio code.—*Pacific Radio News*.

ABSTRACTING OUR SHIP'S BUSINESS

DIRECTION BEARING MESSAGES

ALL "bearing" messages received from "compass bearing" stations are to be abstracted on the received side of the abstract. The charges for such messages are to be entered in column 11, and marked "due from S. S. Co.," or, if the captain has paid the operator in cash for such messages, the charge will be shown in column 11, and marked "Cash received," while the credit should be shown in column 17, as "due the — Gov't," which furnishes the bearing.

At the present time the British, French and Japanese governments make a uniform charge of \$1.20 for such messages, but bearings obtained through Canadian stations are provided free of charge.

REPLY PAID TRAFFIC

The article appearing in the next issue will cover the subject of the abstracting of "R.P." traffic, both transmitted and received.

RADIO PROVIDENT CLUB—ANNUAL REPORT

1 9 2 0

N. Y. December 23rd, 1920.

Total number of members.....	78
Less withdrawals.....	28
Profit sharing members.....	50
Received from members during the fiscal year.....	\$4,469.76
Less amount withdrawn by members.....	1,137.60
Net amount received from members.....	\$3,332.16
Add profit for the year.....	249.57
Total amount to be distributed among 50 members.....	\$3,581.73
Profit on candy.....	\$171.86
Interest earned.....	69.12
Discounts.....	13.49
	\$254.47
Less stationery expense.....	4.90
BALANCE.....	\$249.57

COMPARATIVE STATEMENT

	1914	1915	1916	1917	1918	1919	1920
Total deposits	\$4,760.66	\$5,305.50	\$7,128.50	\$8,122.11	\$12,588.32	\$11,397.09	\$4,469.76
Total withdrawals	2,032.16	2,055.50	2,403.50	1,460.06	5,666.96	4,377.40	1,137.60
Amt. distributed to remaining members	2,728.50	3,250.00	4,725.00	6,663.05	6,921.36	7,019.69	3,332.16
Total profits	104.86	143.00	177.66	349.78	207.34	201.84	249.57
Dividend per share	.98	1.10	.94	1.34	.81	.69	
Dividend per dollar per month							.01186
Percent of Dividend	3.92%	4.4	3.76	5.36	3.24	2.76	14.22

*Respectfully submitted,*G. W. HAYES, *President*A. NICOL, *Vice-President*L. MACCONNACH } *Trustees*

M. H. PAYNE }

RADIO PROVIDENT CLUB ACTIVITIES

MEMBERS for the year 1920 were so satisfied with the benefits derived during the year, that exceptional activity is expected for the present year.

The Radio Provident Club is primarily a savings institution controlled and operated by the employees of the Radio Corporation and is for their benefit only. The Membership Committee is now enrolling members for the present year. All that is necessary to become a full fledged member is to deposit various sums of any amount at frequent intervals. This money is placed in a bank and is of course subject to a yearly interest rate. During the year various articles are bought, mainly cigars, cigarettes and

candies, and these are sold, with a small margin of profit, to employees of the Radio Corporation at the main office as well as at other nearby departments. Even with this small margin of profit, however, the purchase price is usually below that of the regular retail prices met elsewhere.

At the end of the year whatever profits have been made by the Club are distributed to members in suitable proportion, depending upon the amount and length of time deposits have been held. In connection with this, it is very important that once members have joined, they endeavor to remain in the club for the full term of the year so as to really profit when the club disbands.

Concerning the desirability of membership in this profitable organization, there was a comparatively large interest rate paid during the year 1920, and in addition to this, members were able to purchase many items at a most economical price. The club usually begins operations about January 6th and disbands December 15th of each year.

Cigar and cigarette salesmen for the present year are Messrs. R. C. Hock and Wm. Eberle, of the general office. Visit these gentlemen occasionally and discuss with them your tobacco needs. Other items will be on sale very shortly.

Mr. Marion H. Payne, president of the club, or Mr. Lewis MacConnach, treasurer, will gladly furnish prospective members with full information and will receive deposits at frequent intervals. The business address of the Radio Provident Club is 233 Broadway, New York City, care of Radio Corporation of America. Do not let the month slide by without investigating.

New York, December 24, 1920

To the Members of the Radio Provident Club:

The statement of the activities of your club is self-explanatory. I am gratified with the success and I wish to take this opportunity to thank all of you for your co-operation, especially the Trustees and the Candy division, for their untiring efforts to make this year's work successful.

I hope that the Club will be continued and that the coming year will be even more successful.

The following-named officers have been elected for ensuing year: President, Marion H. Payne; Vice-President, Gustave M. Heisel; Treasurer, Lewis MacConnach.

RADIO PROVIDENT CLUB
By **GEORGE W. HAYES**, President

RADIO INSTITUTE OF AMERICA

DURING December, the Radio Institute of America graduated fourteen men with first grade commercial licenses, and although shipping is very slow, they are gradually disappearing over the horizon. Howell overhauled the entire equipment during the holiday season. That is, he had the students do it. Even Miss M. Powers, of the evening class had to crawl inside a motor generator. Nobody saw the feat accomplished, but Miss Powers' appearance seemed to leave no question in our minds.

One of our students wanted to know if building the New York Central Radio towers, clockwise, had anything to do with the time it takes to send a message. Guess he was thinking of a sundial.

DIRECTOR'S NOTES

Last month's article credited Howell with teaching eight different technical classes, but did not explain that only four of the eight have lessons every day and the four are again divided into afternoon and evening sessions, two classes for each period. Each class has about an hour technical instruction, so that Howell puts in about four hours per day. In fact, he has so much time to himself that I have elected him to the honorary post of office boy and chief stamp lickier in addition to his other duties.

President Nally sailed for Europe on the *Imperator*, January 20th, on a business trip.

AN APPALLING EXPERIENCE

WHEN the S. S. *Sudbury* was about 200 miles off San Pedro, at 7.45 P. M. December 7th, the ship's bell sounded an alarm of fire, calling all hands on deck. Smoke was pouring out of bunker hatch, where general cargo was stored, mostly paint, perfumeries, pianos and chemicals in general. A heavy northerly swell was rolling and a strong north wind gave draft to the fire. Smoke gradually oozed up from hatch below, through seams in bulkhead into radio cabin. One of the sailors helped me remove tool box and other necessary things and we packed moistened burlap along the bulkhead to keep down the smoke. Everything on deck went with a snap, and discipline prevailed. Holes were cut in hatch just large enough to fit fire nozzles, and several streams were played on the fire. The manholes opening into the burning hold were opened and water poured in from that direction. The smoke was so dense the men could not stand it for more than two or three minutes, when they had to lean far over the side for fresh air. Smoke poured down the fire room ventilators, making working conditions hard for the firemen, but still

the engines were kept going. About midnight a plate buckled in the fireroom. The burning hold was not our only worry, for if the fire should get through to fuel oil tanks, or spread forward where we had a deckload of formaldehyde, it would have been good-night. At this time I sent out SOS, giving our position and condition, stating we were heading for San Pedro, and did not then require assistance. Next morning the fire was still burning and not under control, the ship had a heavy list to port, the pumps were working badly and our speed was but $4\frac{1}{2}$ knots. Steam was being used to fight fire, with but little prospect of getting it under control. At 4 P. M. it was decided to make for San Diego. Through U. S. S. *Brooklyn*, we radioed that we would be at the sea buoy at 7.30 P. M. and requested pilot and fireboat to meet us there, which they did, and Point Loma sure was one welcome sight. We docked at 10 P. M. The fireboat, three chemicals and one steam fire engine worked on us until 8 A. M. before the fire was extinguished. Some fire!

Fred C. Dickley, Operator.

SAVED BY RADIO

By William L. Friend, Jr.

ON December 16, 1920, at 4.15 P. M., about thirty miles southeast of Diamond Shoals Light Vessel, on board the *W. M. Burton*, I picked up an SOS from the U. S. S. *Mahanna*, which was broadcasting her position with the information that she would not last over night. I immediately notified the captain, and, after having been directed to inform the *Mahanna* that we were coming to her assistance, called Cape Hatteras, asking him to stop all stations sending in that vicinity. I then got in communication with the *Mahanna*. It was blowing a strong northwest gale and a high sea was running. The *Mahanna* was drifting fast and we had some difficulty in locating her; however, by means of bearings obtained by the *Mahanna* on our searchlight and radioed to us, we were able to reach her about 8.30 P. M. Then began a series of courageous attempts to get a line to her, under the most difficult and disheartening conditions, but our efforts were fruitless; upon information from the *Mahanna* that she was making just enough steam to pump her water, we have to and awaited daylight.

The following morning found King Neptune's pugnacity completely aroused; the wind had increased to hurricane intensity, and the sea was a roaring, seething mass of turbulent mountains and valleys. It seemed as though there was a conspiracy of the elements against us. Trial upon trial was made to get a line to the *Mahanna*; persistent, strenuous and hazardous were our attempts, but of no avail; we were beaten back with definance.

It was then decided to heave to and stand by until the weather had moderated.

On the 18th the fury of the rebellious elements had slightly subsided, and by careful and masterful maneuvering we succeeded in getting a line to the *Mahanna*, and on the 19th at 10 P. M. safely anchored her off Cape Henry.

An interesting and very enjoyable feature of the rescue was the radio telephone equipment on board the *Mahanna*. Immediately after our lines had been straightened out, Ray Couch, radio operator on the *Mahanna*, called and asked me to tune in for his 'phone. Of course, the rest is between Couch and myself.

The following is a copy of a message sent to Captain W. Muller, of the S. S. W. *M. Burton*, after the *Mahanna* had been safely anchored:

"U. S. S. *Mahanna*,
December 19, 1920.

"My Dear Captain:

"I want to express the many thanks of myself, officers and crew of the U. S. S. *Mahanna* to yourself, officers and crew for standing by us when in need and towing us in.

"I trust that I may some day have the chance to do you a favor, but trust it will not be of the same nature you did for me.

"I again thank you all and we wish you all a Merry Christmas and a Happy New Year.

"Very sincerely,

"(Signed) *Emory F. Hosmer*,

"Lieutenant U. S. Navy."

MEXICAN BORDER PATROL

In order to reduce the danger of American Air Service pilots accidentally flying over Mexican territory or becoming lost while on border patrol duty, the commander of the 91st Aero Squadron stationed temporarily at Ream Field, Imperial Beach, Cal., has had every plane of the squadron equipped with a radio set with a wave length of 377 metres, which is the best wave length to dodge interference. All pilots are required to check their position every five minutes.

As a further precaution the radio officer of the 91st Squadron has erected at Ream Field a radio compass station by which readings are taken while planes are sending in their position reports. As the course is almost straight east from Ream Field the radio officer can tell almost instantly whether a given plane is holding to its proper air line.

Should a pilot become confused, lose or mistake his position and turn south, the radio compass would immediately show that the plane was over Mexican territory.



MARION

THE OSCILLATING WHISTLE

A Shift Engineer, a Dynamo Tender and a Rigger were over in New Bedford the other night, and in the course of the evening, walked into a toy store. They had just passed a counter on which there were some toy whistles. The Shift Engineer and the Dynamo Tender both worked on the same shift, and while on shift it was at times necessary for the Shift Engineer to call the Dynamo Tender's attention to something. In order to make himself heard above the noise of the machinery, it was necessary to whistle. Now this particular Shift Engineer did not know how to whistle, and he therefore had great difficulty in getting the Dynamo Tender.

Upon passing the whistle counter the second time, on their way out of the store, the Dynamo Tender suggested that the Shift Engineer buy one of the whistles and use it while on shift. This, the Shift Engineer thought, was a good idea, so he bought one. Upon second consideration the Dynamo Tender thought it would be a good idea to try out the whistle before purchasing

same, to make sure that it "blew" loud enough. This the Shift Engineer did, but not without the disapproval of the Dynamo Tender, who stated the whistle wasn't loud enough. This is where the rigger comes in with a very amusing and somewhat facetious suggestion. This rigger, by the way, had been taking a correspondence school course in electricity.

"Vy don't you py two of dem dere vistles and gonnee dem in series?" he asks with a grin from ear to ear. "But don't you know that if we did that, it would take twice as much power to blow them?" chimed in the Dynamo Tender. "Well," said the Shift Engineer, "who in blazes is going to blow these whistles in series, anyway?" "I'll have all I can do to blow one of them." "Vell," answered the rigger, "I tink dey ought to york all right if youse could get de leedle peas vot iss inside der vistle, to os-gillade in de sinkross—de sigrossnuis—singossnism—say, vot der hell do youse cali it ven two tings move togedder but are nod togedder?" "Why," laughed the Shift Engineer, "you are thinking of the word 'synchronism'." "Ah, yes!" said the enlightened rigger, "now I know de vord, 'rinschsonissm,' vell, dats vot youse haf got to do vit der leedle peas."

(The writer of this little story once wrote a humorous sketch on the Poulsen arc, which was supposed to have been written by one Mr. George Clark. This was some years ago, when Mr. Clark was connected with the Bureau of Standards. The writer was then in the Navy—a place where Mr. Clark is quite well known in radio circles.

Taking full cognizance of Mr. Clark's engineering ability, plus his abounding wit and good humor, the writer challenges him to suggest in the next issue of this magazine, an efficient method of obtaining the result suggested by the rigger.)

OVERHEARD AT MARION

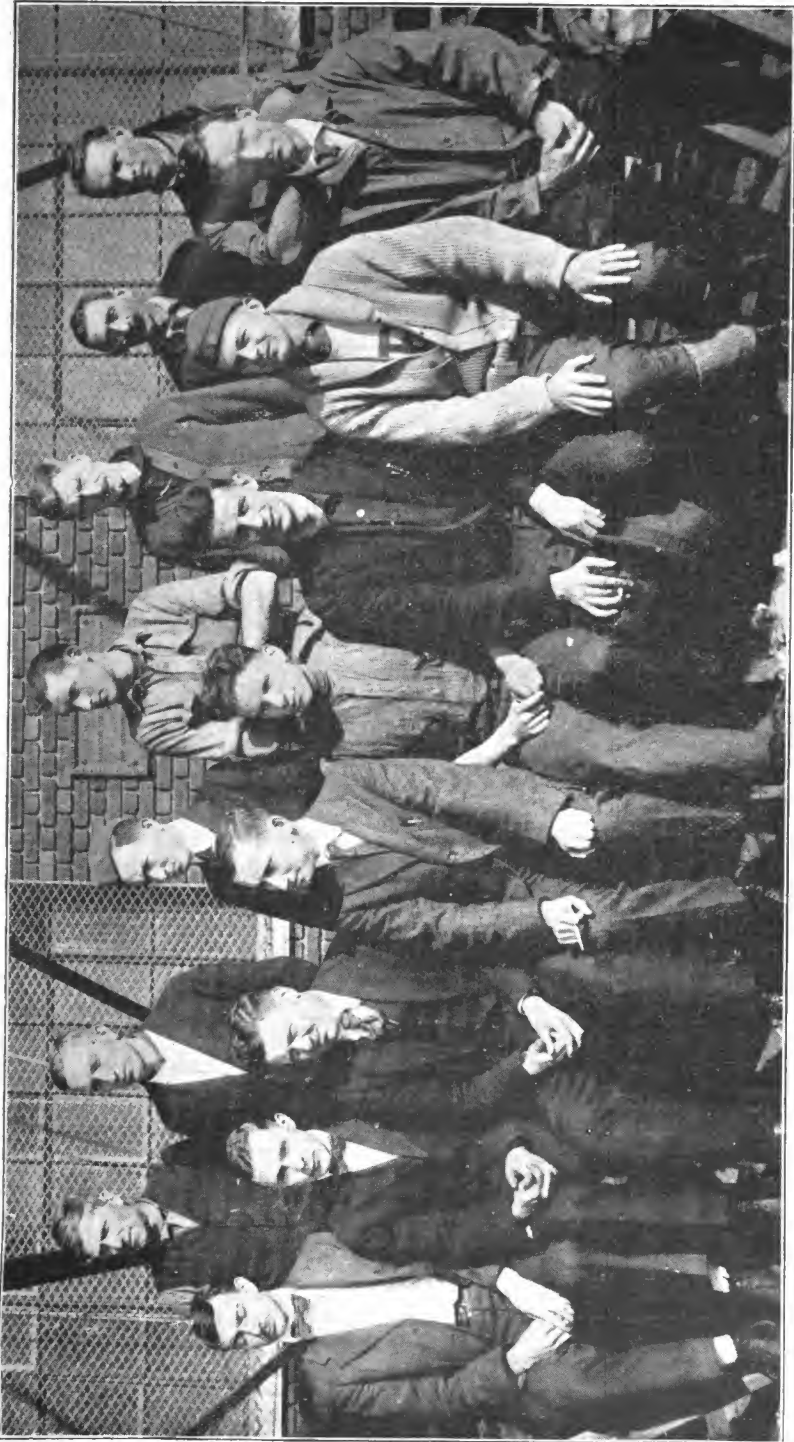
WIGGLE—I understand this here magnetic amplifier works best when well saturated.

WOBBLE—Ah, yes! I believe it is quite human in this respect.

NEW BRUNSWICK

HERE we are again, as usual, plugging away endeavoring to get number one alternator back in commission, rebuilding the antenna, installing sleet melting apparatus and trying to remove the bumps from our line and relay circuits.

The research department now has a branch at N. B., and we are having a fine time taking oscillograms of the various circuits as devised by the operating engineer, in order to reduce the time constants of these circuits; since we now have a new authority



NEW BRUNSWICK STAFF

on the characteristics of these circuits do not be surprised if our next month's contribution tells you that we have had the pleasure of listening to a paper delivered on this subject at the station educational center.

Professor Finch and Mr. Hansell have agreed to continue to lead in the discussion as before the holidays. Since much work has been accomplished since our last meeting on December 20th, we expect that the rest that these gentlemen have had will find them well prepared to go ahead on the development of the alternator.

Mr. Bollinger has taken the big jump in three ways: one, across the continent; two, charge of a station, and three, well, ask the young lady, she knows. The Engineer-in-Charge and staff at this station wish you every success and sincerely hope that the State of California will appeal to you as it has to so many, the land of love and roses.

What's happened to our Mr. Rossi? Guess they must have him tied up at Tuckertown. You know he will not stay tied very long, for his specialty is to remain at one place only a couple of hours.

Many, many thanks to Mr. Nally, we are now supplied with a regular technical library, everything from alpha to omega in the radio line. The staff at this station will lose no time in transferring this knowledge from these books to their apperceptive mass.

We regret very much that we were unable to take advantage of Belmar's kind invitation to attend their New Year's party. Wait until the next time; also we would be glad to have some of the men and ladies from B. E. attend our next function; we'll let you know.

Well, keep your eye and ear open for the old W. I. I. sigs; there's no stops. We have had only six hours shutdown in the last month and everybody's happy.

BELMAR

THE entrance of the New Year was fittingly celebrated at Belmar by a masquerade dance, to which everybody had been eagerly looking forward for some weeks. Nothing was lacking in the way of preparations, and much time and energy were spent in suitably decorating the mess quarters.

Owing to the late arrival of the orchestra, dancing did not commence until nearly ten o'clock, except for a few enthusiastic couples who could not control their feet and who considered the victrola plenty good enough as a temporary measure. With the arrival of the orchestra, however, the real fun began and waxed fast and furious. Many of the costumes showed decided origi-

nality on the part of the masqueraders, and notwithstanding the fact that a large proportion of those present were intimately acquainted with each other, recognition was by no means a simple matter. Many out-of-town visitors favored us with their presence and added just the necessary spice of big-town stuff which was needed to make the gathering thoroughly representative. We wish that we might dwell at some length on the many striking not to say daring, costumes which floated around through the mazes of the dance; but suffice it to say that while some of them made the girls look shorter, the men looked longer. The judge's lot, had there been one, would have called for an unusual display of tact and judgment in deciding which was the best costume, but we were fortunately able to avoid this by dispensing with the prizes.

When the witching hour of midnight tolled and the new year began, it was greeted in the good old-fashioned way with every conceivable kind of noise that modern invention permits, and then a few. Gaily colored streamers were unfurled and confetti showered down upon the unheeding dancers, until the scene presented a kaleidoscopic aspect of beauty and color.

Refreshments of all kinds were served at intervals, including a hot-dog supper, and the scene was reminiscent of carnival time at Nice—beg pardon, we mean Coney Island.

The orchestra proved to be as untiring as the dancers, and the hours sped quickly away with scarce an interval for rest. The new year was well advanced before the musicians decided they had had enough and we think that everybody was sorry to see them go, in spite of the strenuous exercise that had been indulged in for several hours.

From the conversation that floated around for the next two or three days, we gathered that the affair had not only been a big success, but that it far outshone anything of the kind previously attempted, and preparations will shortly be begun for another get-together party which will be announced soon.

We extend a hearty welcome to Messrs. L. C. Woodruff and W. Y. Fyfe, who have joined our community during the past month.

EASTPORT

HARK ye who listened before and hear ye what Eastport hath now to say!

The Inn is most deserted now—the G. E. gang having gone to Riverhead to live. McDonald and Leuteritz still remain and Chief Weagant comes down now and then to keep them from getting lonesome. The Chief says the duck dinners are

better than ever, while Mac and Hugo say country sausage for breakfast is worth getting up for. Yea bo, we say so too.

Mac has stored the Maxwell for the winter—he being afraid of losing it in the snow that we hoped would be here by Christmas. It is the same old bus—of course a little bit older than when you heard of it before. However, Mac claims it runs better than ever, but we doubt it.

We had a bum hunch on Leuteritz when we wrote up the last installment. He still takes the 3.44 Saturday afternoons, but as yet the Brooklyn scream has been silent. We have been doing the detective stunt and are now in a position to say he ain't got no girl, but goes to see his grandma instead.

The Chief has been up to his old tricks on the late hours stunt, but so far he has not been able to rope in the G. E. gang for a second session.

Ole Olesen is still plying between a certain bungalow in Riverhead and the station. His driving record is improving—he has only been in the ditch three times since the last writing, and he has run out of gas only once. You're improving, old man!

Of Abe Kellog and Chet Rice we have seen nix for several months. Just who scared 'em away we don't know, but we have a sneaking feeling that Abe, Chet and Beverage had a row over Mary, and Bev, being the biggest, won. Yep, Bev is here all OK, but the less we say about him and Mary the safer we are. You see, he is bigger than we and he doesn't yet see the joke in the last write-up. He's a busy man—especially when Molton is away, Molton's official job being to keep Greenman out of mischief. Bev says he can't do it and eliminate X's at the same time. That's all right, Harold, we know how it is.

Xerxes Molton is still on deck, tho' his frequent trips to N. Y. C. lead us to believe that he, too, has given up trying to win Mary's favor and is now looking 'em over in the big city. Are we right, Xerxes?

We ask ye of the Tuckerton tribe, how is our boy, Carter? Is he living up to his rep? If he is, our advice is for ye who have girls to beware—or it will soon be necessary to say who *had* girls!

Greenman is ever present. We are glad to be able to report that he has at last succeeded in doing *something big*. A branch of Ringling Bros. circus came to Riverhead and Greenman washed the elephant three times in one day. Besides this he has done nothing noteworthy except to use the Radio gang's *new* flivver for a stump-puller. We tell the world that the stump is still there with the remains of most of the flivver's trimmings.

Both gangs have been digging in for the winter. The Radio boys tar-papered their abode and now claim to be snüg as a bug

in a rug. Coal and wood they have in plenty and as long as the snow is a minus quantity they can use the flivver to get back and forth—but after the snow comes, of boy! walking is sure good exercise! Bev is adding twenty feet to his palace. He expects to eliminate the expense account trouble by sleeping in the new addition and cooking on the stove in the present palace. Yes, Greenman agrees to wash the dishes.

The latest stunt is to put the radio on land lines and telegraph it around to the receiving stations and through the transmitting stations back to MUU and LCM. How was it, Chatham, you heard it?

Of signals we have great gobs and static is a thing of the past—if you don't believe it, come out and listen.

NEW YORK

THE Broad Street correspondent has recently been working such long hours, due to the ever-increasing traffic, that his contributions to the World Wide Wireless have necessarily been omitted, and there is little time to catch the current issue.

We just wish to say that with the British, Norwegian, German and new French circuits all now centered in "64," and all breaking new records every few days, we now have a real international telegraph office. The poor counter men need to speak three or four languages and the service clerks are becoming expert with their French. Some of the men have no time for lunch reliefs and the old game of eating and receiving simultaneously is again the vogue.

The delivery department has now some additional help and the stuff is moving out in great time. The messengers are wearing their new winter overcoats and there's nothing finer on the street.

The three New York branch offices, "WB" (Woolworth Building), "BR" (Broadway and 22d Street) and "FA" (Fifth Avenue and 42d Street) are all in full swing, each connected by wire, with its own staff of messengers. They are all doing well but our first experimenter ("WB") is still in the lead. Bill Cockett, who manages "BR," says his office will be on top next month. We hope so, but have a feeling that Manager Aymong at "FA" will get there first.

We are going to control Tuckerton direct from Broad Street January 17th, and then the French circuit will come into its own. Poor old New Brunswick has been pressed into service with France temporarily, and on a pinch we have even used it with Germany and Norway, and always with good results.

The boys experimenting down at Riverhead have been pulling

off some great stunts lately. First they called up and gave us Muu on the sounder, then Poz. We switched Poz up to Chatham and Muu down to Belmar and they both sat up and took a lot of notice. Oh! there'll be great doings at Broad Street very soon. We'll keep you posted.

Extensive alterations are in progress which will greatly improve the receiving and delivery departments.

We found this poem near one of the Belmar duplexes. We don't know who is to blame for it, but strongly suspect Reggie Mason.

THE MAN WHO STICKS

The man who sticks has his lesson learned;
Success doesn't come by chance—it's earned
By pounding away, for good, hard knocks
Will make stepping stones of stumbling blocks.

He knows in his heart that he cannot fail;
That no ill-fortune can make him quail
While his will is strong and his courage high,
For he's always good for another try.

He doesn't expect by a single stride
To jump to the front; he is satisfied
To do every day his level best
And let the future take care of the rest.

He doesn't believe he's held down by the boss
It's work and not favor that "gets across,"
So his motto is this: "What another man
Has been able to handle, I surely can."

For the man who sticks has the sense to see
He can make himself what he wants to be,
If he'll off with his coat and pitch right in
Why the man who sticks can't help but win.

OPERATING ENGINEERS' NOTES

NEW BRUNSWICK

J. L. Bollinger, assistant engineer, has been appointed Engineer-in-Charge of the Bolinas Station. Mr. Bollinger sailed from New York on January 8th to take up his new duties. He was formerly an engineer on the staff of the Radio Engineering Department of the General Electric Company.

Shift Engineer King replaces L. E. Chassoul, who has left our service.

Dynamo Tender Cavargna has been appointed to fill the vacancy caused by the dismissal of W. H. Clark.

A. Smalley, formerly of the construction forces, has been appointed chief rigger at New Brunswick.

MARION

Dynamo Tender A. C. White has been assigned to this station, replacing S. Curtis, resigned.

BOLINAS

J. L. Bollinger has been appointed Engineer-in-Charge, filling the vacancy caused by the transfer of W. H. Graff to Kahuku.

Shift Engineer Lemert has resigned and this vacancy has been filled by the promotion of Dynamo Tender Havel.

Dynamo Tender Lander appointed to fill vacancy caused by promotion of F. Havel.

THE CRADLE

Born, at New York, January 9, to Mr. and Mrs. David Sarnoff, a son, Edward, 8 pounds.

THE STAFF DINNER

THE first annual staff dinner of the Traffic Department took place January 22, in the Egyptian room at Murray's on Forty-second Street. Covers were laid for 48, and the festivities were followed by a theatre party at the Palace. A letter of regret was read from President Nally, who was en route for England, and to which a wireless reply was sent on board the *Imperator*. Interesting addresses were made by Traffic Manager Winterbottom and Commercial Manager Sarnoff, and also by the chairman, Superintendent Chadwick. The affair was a great success.

HEAD OFFICE NOTES

President Nally sailed for Europe on the *Imperator*, January 20th, on a business trip.

The executive offices are being enlarged by the taking of additional space on the eighteenth floor of the Woolworth Building.

The Plant Department has been merged with the Engineering Department. Mr. Alexander E. Reoch, plant engineer, becomes assistant chief engineer.

Colonel Curtis H. Nance, of the Commercial Department, was married December 20th to Miss Jenny M. Sorenson, at the Church of the Transfiguration, New York.

Additional space has been rented at 326 Broadway, New York, to provide for growth of the M. R. and I. and Research departments.

Mr. William V. Moore, of the Chatham, Mass., high power

station, had the misfortune to break his wrist recently while cranking an automobile.

Mr. F. D. Heiser has been appointed assistant superintendent at the high power station at Chatham, Mass.

This company's office at Savannah has been removed to 14 West Bryan Street.

Miss Thalia N. Brown, secretary to the president, returned from Bermuda recently per S. S. *Fort Victoria*.

EASTERN DIVISION

THE majority of our operators are now supplied with Service Record books. These books are proving their worth beyond our expectations. Aside from giving the operators a permanent record of their past assignments, as well as furnishing an excellent identification book, we have found two additional advantages that this book has brought about.

During the past month one of our operators, while signing on a vessel, was accused of false returns on his income tax and notified to present himself at the Internal Revenue Office in the Custom House. A notation in his book, showing that he was on sick leave for a period covering almost two months, saved him from any inconvenience. The Government told him that the book was recognized as an official record of his movements, and that his record, as written within, was proof that he had not made the false returns as charged.

In obtaining Seamen's Identification Certificates, the operators in the past have had to produce their birth certificates. Four times during the past month a Service Record book was taken as proof of their American birth at the local Passport Office.

After the completion of installation of a fire alarm system throughout the offices at 326 Broadway, Mr. Sawyer, superintendent of the M. R. I. Division, called the forces of the various offices and store-rooms to the Radio Institute class-room, where he delivered an excellent talk and instructions in the event of fire. It was noted that there were exactly 50 people present, 14 of whom were girls, and it is understood that not all the employees of the floor were present. One of the absentees was Clair A. Weaver, our popular telephone operator, who could not leave her post.

Quite a few of our operators know P. W. Smith, who has been chief engineer on several coastwise vessels, one of which is the *Monus*, for a number of years, and all who know him speak his praises. There are many others who have heard of this popular chief and all will be interested in the news of his marriage, which occurred in New York on January 6th, to Miss Lillian Davin. His friends will be glad to know that to find a prettier or more pleasant girl would be extremely difficult, if possible.

We note in the recent notes from Norfolk that Miss O'Neill recently paid a visit to the Head Office, and feel extremely regretful that she slighted us at 326 Broadway. Having heard so much of this dainty little girl, we have always felt anxious to meet her.

Harry Schneider, who has been on the unassigned list for some time, sailed on the West Humhaw for South African and European ports.

Erwin W. Vogel is now on the Isthmian Line steamer Steel-maker. It is rumored that Mr. Vogel intends to be married upon his return from this trip.

Carl J. Koegel sailed, on January 12th, on the Bessemer for Texan and Mexican ports. Mr. Koegel is planning a trans-continental auto trip on which he will start with his brother in the spring and on which he will use a new type of automobungalow.

Reid S. Shipley and James Donaldson rejoined the Philadelphia on January 12th, after that vessel had been laid up for two weeks to repair the damage done by fire at sea on her last trip.

Frank F. Reb returned from Far East ports on the Eagle and is now on the steam yacht Intrepid, owned by Mr. Kilmer. It is expected that Mr. Reb will spend his winter in Florida.

Harry Kweit joined the W. C. Teagle on January 11th, succeeding Robert Kriesinger, who found it necessary to go on leave of absence owing to necessary dental work.

Edmund O'Connor, one of the heroes of the late war, and who recently had to leave a ship to return to a hospital as a result of his wounds, has recuperated and sailed on the Lake Fondulac.

Abe I. Yuter, whose wireless experience dates about 8 years back, and who resigned from our service last year to enter business, has returned and is now on the Poloma. This is a highly desirable run, it being to Cuba.

Richard I. Warren of Calumet, Mich., and Michael P. Shannon of Bayonne, N. J., are the two latest entries into our service. They were operators on the Belle Haven, the operation of which was changed to the Radio Corporation, and they were permitted to remain attached to that vessel after their official entry into our ranks.

The only girl operator in this division arrived in New York during the past week, but her stay was so short she found it necessary to forward her abstracts and the \$4.49 covering them to Mr. Jackson through an inspector. Mr. Jackson felt blue all day, as did also other members of the staff, because she did not hand in her reports in person.

Adolph J. Leszinske joined the Centaurus on December 7th, and is on his way overseas.

Paul G. Bergin, one of the most popular operators in this division and brother of Mr. Matthew L. Bergin, director of the

Radio Institute, took a trip off as junior on the City of St. Louis to take a pleasure trip to Washington. The fact that he got married to a very handsome little Brooklyn girl, who accompanied him on his trip to Washington, should also be mentioned. Mr. Bergin is now back on the City of St. Louis with George Kavanagh.

David E. Irwin, a former Great Lakes operator, is now on the Radiant.

Irving Ellingham is on Mr. Vincent Astor's steam yacht Cristina.

William J. Meekin sailed on the Grace Line Steamer Mineola.

Herbert L. Crandall, who was recently transferred from the Gulf division, is now on the Lake Festina, in place of Charles G. Duffy.

Harvey H. Long, who has been a long time in our service, sailed on the Antietam.

Michael D. Martino sailed, on December 31st, on the Bensalem.

Addison E. Eldridge left for a trip to Cuba, on the last day of the old year, on the Firmore.

Edward W. Rogers sailed on the Kescuicke.

This office was shocked to hear of the death at sea of a former operator, James A. Moore, which happened on the El Valle, on New Year's Day. Mr. Moore was well known among the operators, he having served for some time as Secretary of the Association, and was well liked among them, as well as those who knew him in this office.

David Grossett is now on the Mundelta.

Earl D. Bryant is cruising in Southern waters on Mr. Vanderbilt's Steam Yacht Eagle.

Joseph E. Croney is running to the West Indies on the Amelia.

Frederick L. Cummings, Jr., joined the Shipping Board vessel Lake Sebago, on December 30th, following his transfer from the Boston district.

Gilroy Rannie was assigned to the Pacific division's Motor Ship Katherine at New York, on December 31st, taking the place of M. R. Holbert, who returned overland to San Francisco.

Walter S. Dubridge, who returned by rail from San Francisco, where he took a ship from New York, sailed on the Derbyline.

Oscar L. Goertz, one of the old timers, who served during the United Wireless days, is on his way to Ireland on the Milwaukee Bridge.

Oscar Foy is on the Hisko

R. H. Redlin, another old time operator, re-entered our service during the past month and sailed on the Steel Engineer.

John L. O'Connell, former chief operator of the United States Mail Liner Susquehanna, was transferred to Mr. Morgan's Yacht Corsair, and E. J. Quinby, who had laid off work for one trip,

rejoined the *Susquehanna* as chief. Henry E. Markoe was promoted to second operator and Hugo L. Esberg went out as third on that vessel.

Vincent D. Martino joined the Standard Oil Steamer *Caloria* on December 23rd.

Robert C. Bradshaw had a narrow escape from death when the Schooner *Jane Palmer* sank at sea on December 20th. The entire crew was rescued and brought to the Bahamas, whence they returned to the United States.

James J. O'Brien, a former Great Lakes operator, is serving on the Tug *Standard* the 2nd.

Johnnie Flagg has once again resigned from our service, this time after returning from a trip on the *Jomar*.

John A. Nash arrived in port on the *West Grama* after a trip to Italy. While off the Spanish Coast the *West Grama* had an explosion, which gave our old friend John a chance to be a hero. This is not the first time John has shown himself to be a real radio man, as we all know. Mr. Nash's next trip will be one that will encircle the globe and he will leave within the next few weeks.

BOSTON

ASSISTANT General Superintendent Stevens of the Marine Division was a very welcome visitor to Boston recently. Thought our townspeople solemn. Not a surprise to us; we know the reason.

Robert C. Bradshaw reported here from the five-masted schooner *Jane Palmer*, abandoned 500 miles off Hatteras in a sinking condition. Preparatory to taking to the boats, Bradshaw had packed his duds and radio records in a suitcase, but a sea carried off the suitcase. Bradshaw, determined to carry something away, tucked a ship's cat under each arm and successfully rescued them.

Louis Berman returned from England on the *Royston Grange*, and tiring of awaiting another assignment, surprised us by resigning.

Paul Platt has an interesting and nicely done story of the torpedoing of the *Vigilancia* in recent issues of *Youth's Companion*.

Superintendent Nicholls recently entertained influential citizens of Saugus, Mass., assembled in Town Hall, with a radiophone concert. Mr. Nicholls had the kind assistance of Sergeant Al. K. Hall, U. S. Coast Artillery, and strangely enough, Mr. Hall hails from Pleasureville, Ky. Can you beat it?

Count the pages of High Power activities. Then try to figure if we, in the Marine Division, are slipping into innocuous desuetude. To revive the Britisher's war-whoop; Are we downhearted? NO!

SOUTHERN DIVISION

BALTIMORE

CLAIR HERBERT (SHORTY) WARNER recently returned from France on the sailing ship Brynhilda and is now en route for Detroit and winter quarters. The return trip took fifty-six days and also approximately sixteen pounds from around his belt. After a "rest" of one week in this city, Shorty, his new outfit and three trunks, left for the Middle West.

Mr. P. C. Ringgold, of the New York office, was a recent visitor at this office. When leaving for New York he was heard to remark that he wouldn't leave his hotel room number at our office again.

District Manager Hartley made a flying trip to Baltimore several weeks ago, but for some reason neglected to pay us a visit.

We are glad to hear that the McCauley brothers, on the Green Star steamers Lancaster and Eurana, en route again for the Far East, have safely arrived at Honolulu.

GULF DIVISION

ABOUT all we have to report this time is that there have been very few changes in the radio personnel of ships operating out of Gulf division ports. This no doubt is due to the fact that quite a number of Shipping Board vessels have of late been placed in storage, resulting in a surplus of first grade men.

Our old friend Charles H. Acree, formerly district manager at Galveston, but for the past year attached to the Shipping Board steamer Glenridge, left that vessel recently at Galveston on a thirty days' leave of absence.

James J. Fogarty, for whom we had to rig up a special mail box in the division office in order to accommodate the batches of mail received for him daily, has, after having a year's service on the Lake Grama, lost his happy home through the laying up of this vessel. Fogarty now amuses himself by whistling that beautiful melody, "There Was no Place Like Home."

After twelve months of service in South American waters on the motor ship Mount Baker, Ivar C. Wiberg has been granted leave of absence in order that he may visit his home in Chicago. Later Wiberg expects to apply for re-assignment on the Great Lakes.

Louis G. Kirschenblatt has re-entered the service and is being sent to Tampico for duty on the tug Central American. "Old boy, we feel for you but cannot reach you."

Elmer R. Raguse of the Casiana, and Fred Cochrane of the Wilhelm Jebsen, recently changed jobs while both vessels were at Tampico, the change having been authorized previously.

George W. Shuman, who recently arrived back here in his home town from New York, after having made a globe-encircling trip on the Birmingham City, has been assigned to the Jalisco as junior.

District Manager Ellsworth at Galveston reports that John C. Clayton of the C. A. Canfield, after having been confined in a hospital at Galveston for the past month, is now again ready for duty.

According to Mr. Ellsworth, the operators who have obtained copies of the December issue of *World Wide Wireless* have all expressed their appreciation of the articles on "Abstracting of Ships' Business," stating that these have filled a long-felt want.

We did not hear from our old friend Broussard at Key West during the past month, so presume that there have been no changes made in his district. This also applies to our French professor, Williamson, Port Arthur district manager, who at the opportune moment appears to forget the sending in of his notes for our little publication. We hope that the mosquitoes will let up on him sufficiently to permit his furnishing us with some real live news before we send in our next contribution.

GREAT LAKES DIVISION

FEBRUARY first finds us happily settled in our new quarters at 1599 St. Clair Avenue, Cleveland, Ohio. Being situated a quarter of a mile from the heart of the business section of Cleveland has not daunted in the least the steady stream of visiting waiting-list operators. The quarter-mile jump has taken us away from the tall building section—the tallest building within four city blocks being three stories in height. O. Henry's "*Voice of the City*" has not as yet reached out this far, but we feel that a new financial district will shortly be built around our present site. The layout embodies the superintendent's and chief operator's private offices, a combined construction and stenographic force office, in addition to an operator's lounging room, which latter feature was heretofore unthought of in the Great Lakes division. The offices are partitioned off from the stock-rooms by semi-glazed windows, making the whole look like an institution in itself to the visitor. As the quarters are new, inside decorations were given considerable thought before final plans were decided upon. At any rate, we are set and going strong for the coming season of navigation.

Superintendent Nicholas has just completed a satisfactory trip to Detroit, Chicago, Milwaukee, Ludington and Sheboygan.

F. J. Elliott of the construction force, after taking inventory, completed the wiring of our inter-department buzzer and phone circuits in a highly satisfactory manner.

"Hi-life" Monde, whose heroic brass pounding kept the rest of the operators on the jump during 1920, has re-entered vaudeville, a profession which he threw over for radio some time ago. Monde claims three squares a day and a few iron men a month are better than a roll a week and an empty pocket for the next few months.

Frank Weide is now attached to the Indiana sailing out of Chicago.

Conservatively speaking, a radio operator is a man of parts, as we have noted in the last five weeks. *For instance*, operators who have laid up their vessels are now following trades as far removed from anything like radio as an Eskimo is from the Equator; the boys reported as being connected with stock brokers, carpenter shops, vaudeville acts, detective agencies, employment agencies, coal yards, cemeteries, etc. The quality of the operator is, therefore, easy to be seen as being rated above par. During this rehabilitation and reconstruction period a man must take anything that comes along; therefore, it behooves the radio man to set his hand to something other than his chosen line.

UNLIKE OTHER DIVISIONS, WE REQUEST AN APPLICATION FOR EMPLOYMENT FORM BE FILLED OUT PREVIOUS TO THE OPENING OF EACH SEASON OF NAVIGATION ON THE GREAT LAKES, DUE TO THE MAKING OUT OF A NEW ASSIGNMENT LIST EACH YEAR. THEREFORE, IT WILL BE NECESSARY FOR ALL OPERATORS WHO WERE EMPLOYED IN THE GREAT LAKES DIVISION DURING 1920, BUT WHO ARE NOW DOING DUTY IN OTHER DIVISIONS OF THE COMPANY AND WHO CONTEMPLATE RETURNING TO THIS REGION FOR THE 1921 SEASON, TO WRITE FOR THE NECESSARY APPLICATION FORM, SO THAT THEY WILL HAVE THEIR BID IN ON TIME.

PACIFIC DIVISION

A CONTRACT was signed during December for the sale of four $\frac{1}{2}$ kw. submarine type panel sets to the Shipowners & Merchants Tugboat Company. The tugs to be equipped are the Sea Lion, Sea Monarch, Sea Ranger and Sea Scout. The $\frac{1}{2}$ kw. panel sets were selected by the Shipowners & Merchants Tugboat Company after they had carefully investigated the merits of all other systems. The sale was made in the face of very keen competition.

A lease contract was executed during the month with the Union Oil Company of California, covering two oil tankers which they are building—namely, S.S. Montebello and La Placentia.

These vessels will be equipped with the latest modern equipments.

The P-5 panel set has been removed from the S.S. Enterprise of the Matson Navigation Company's fleet and is being given a thorough overhauling, while the ship is being remodeled at the Moore Shipbuilding Yards.

The new tanker S. C. T. Dodd just completed by the Moore Shipbuilding Company for the Standard Oil Company of California was equipped with a P-8 panel set. This vessel carries an auxiliary gas engine and a 10 kw. generator installed in the fore-castle for an emergency outfit. Operator Mackin of the Atlas was assigned to the Dodd, and it is certain that Mackin will keep up the good work which he started three years ago on the Atlas.

A P-8 panel set was installed on the Standard Oil tanker W. S. Miller, just completed by the Union Iron Works of Alameda. Operator Carlson joined the Miller on Christmas eve.

During the month of December a school contract was executed between the Oard Radio Laboratories of Stockton, Cal., and ourselves covering the use of a P-5, $\frac{1}{2}$ kw. 500 cycle transmitter. The results obtained can best be shown by quoting Mr. Paul Oard, president of the Oard Radio Laboratories:

"We have no difficulty in clearing amateur stations on this wave from San Diego to Olympia, Washington, and over to Moscow, Idaho. This with an antenna current of between 3 and $3\frac{1}{2}$ amperes, and with the wattmeter reading at around 400 only. This with rotary, as we find it impossible to hold the motor generator at speed on rectified current when using the quenched, although short readings on the aerial show as high as 5 amperes at 600 watts. It should also be noticed that all station work is over land, and is done easily during the early hours of evening, signals being reported qsa at all distant points that have been worked.

"The above may be of interest in comparison with ship work, showing, as it does, the range on low power. It is expected that much better work will be accomplished yet, as no effort has as yet been made to do serious long distance work on the set."

P. W. Kessler left on the Wapama as senior, taking E. O. Carlson's place when the latter transferred to the W. S. Miller.

F. Wilmhurst, junior on the Klamath, stayed home for Christmas. His place was temporarily filled by Mario Silvestri, a graduate of the Marconi Institute.

Carl Soderstrom of the Motor-ship Charlie Watson was relieved for the holidays by G. Renish, junior of the Lurline. Sigmund Gaskey, one of the old timers, took Renish's place for one trip to Honolulu.

C. Ohlmstead, a graduate of the Marconi Institute, was placed on the Multnomah as junior, taking the place of Richard Stone

who was promoted to senior, caused by L. C. Snow's transfer to the Standard Oil Barge 91. Snow's time on the barge was short, however, due to the laying up of that vessel, and he sailed for Mexico on the Senator as junior with J. A. Hansen, who for the past fourteen months has been crossing the Pacific on the Archer.

Phillip E. Thorne, formerly on the Lurline, is now on a one-man job, the tanker J. A. Moffet, relieving J. W. Ritter, on leave.

SAN PEDRO

Dewey Beraldo, in charge of the U. S. S. B. *Vinita*, arrived home after a five-months' trip to the Orient.

His cargo consisted of his usual smile and a Chow dog. Some one stole the dog, but Dewey still retains his smile, even though the *Vinita* is to be laid up indefinitely.

We had quite a heated argument in our shop some days ago on the definition of the words *pessimist* and *optimist*.

One operator said the word *pessimist* is the same as *static*, and *optimist* is the operator who can work through it.

We must admit that his definition was not far wrong, and we go just a little farther and suggest that the words end with a *mist*, but that their meaning is quite different.

We believe that a good definition of the word *pessimist* would be one who cannot see beyond the *mist*, and an *optimist* is one whose vision sees through the *mist*.

Let's all be *optimists* throughout the year 1921.

SEATTLE

The *Spokane* has gone back on her regular run to Alaska, with Walter Mansfield in charge and L. D. Evans as assistant.

George Wunderlich has returned to his former vessel, the *Admiral Rodman*.

John Nelson relieved Joe Butchinson on the *Rotarian*. Joe will take the *Wheatland Montana* to the Orient on her next trip.

Arthur Lind off the *Wheatland Montana*, is awaiting assignment to a coastwise vessel.

O. W. Lee, of the *West Ison*, arrived recently from the Orient and will have about a month in port.

Recent visitors: P. D. Boothroyd, on the *West Ivan*; R. H. Brower, on the *West Jessup*; Wm. Johnston, on the *Effingham*. They all enjoyed a long stay in port and are now off to sea again on the same vessels.

We dislike very much the end of the month at any time, but our idea of the end of the month at the end of the year can hardly be put into these columns.

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Here Are Some Books You Should Own

The books described below are of particular interest to men whose work is in the wireless field.

Each one of these books will give you new facts, will broaden your knowledge and increase your earning capacity.

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The Thermionic Valve and its Developments in Radio Telegraphy and Telephony.

279 pages By J. A. Fleming, M.A., D.Sc. Price
144 diagrams and illustrations.....\$5.00

Wireless Telegraphy and Telephony

First Principles, Present Practice and Testing.

331 pages By H. M. Dowsett, M.I.E.E. Price
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VOLUME 2

AT
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BY AND FOR
EMPLOYEES



HIGH SPEED TRANSMISSION - BELMAR
RADIO CORPORATION OF AMERICA
ENGINEERING DEPARTMENT
P-307

MR. WELKE RECEIVING HIGH SPEED TRANSMISSION ON
DICTAPHONE AT BELMAR FROM CARNARVON

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MOTHS AND WIRELESS

DO moths use wireless telegraphy? asks Hubert Stringer in the *Daily Mail*.

This query is not nearly so grotesque as it may at first appear. During the pairing season in the month of June moths of certain species are observed to communicate with each other over distances as great as one or two miles by some means unknown. A female Vapourer moth, for instance, enclosed in a wooden pillbox, will attract miles of its species from all directions.

Now, it is not by scent that the position of the female moth is discovered, since the males will approach down wind; neither can it be by a sound of some frequency inaudible to human ears, for a female may be enclosed in a sound-proof box and the males will still unerringly find her. Entomologists so far have shelved this mystery under the head of "communication by some means unknown," and there in the text-books the matter rests.

It is now high time that experiments were made upon the supposition that wireless telegraphy may afford a solution. If this should prove to be the fact it will undoubtedly be found that electromagnetic waves of exceedingly short wave-length are employed. Now, light is an electro-magnetic wave of very short wave-length: both glow-worms and fireflies emit light under similar conditions, so that there is nothing so very improbable in the emission of slightly longer, and hence invisible, waves by other insects.

Observed facts seem to lend color to the idea.

Moths have antennæ. These, besides acting as feelers, may serve another use—that of transmitting and receiving aërials. The antennæ of the female, who is the transmitter, differ in design from those of the male, who receives; that also agrees with wireless practice. Moreover, the male moth, when approaching the female, is seen to alight often in an uncertain manner swinging his antennæ, much as an operator swings a wireless direction-finding frame to discover from what direction signals emanate.

Tests could easily be carried out. The first would be to enclose the female in a box of metal or wire gaze, which would cut off any wireless waves. If then males consistently did not come to that box, this fact would tend to support the wireless theory. Definite proof, however, could only be obtained by making the moth's "signals" audible.

Assuming that the antennæ of the female are the transmitters, a rough idea of the length of the wave used could be obtained by calculation; a diminutive circuit could then be constructed to act on the moth-signals by "interference" and make them audible in a telephone receiver.

Many of the inventions brought out in connection with radio have proved of benefit in land-line methods of signaling, notably in wire telephony. We may confidently look forward in the next

ten years for a radical change in the present methods of electrical signaling. Among these radio signaling will play an important part.

TO WHOM IT MAY CONCERN

ONE of our prominent federal radio inspectors has said that the radio operators' profession has amongst its ranks, even at this present day, a number of operators who consider the radio station aboard ship of which they have charge a modern play toy. Truer words were never spoken. However, fortunately, the number of that class of operators is comparatively small.

Some little time past, the Shipping Board ruled that operators below the age of twenty years must not, except in cases of emergency, be employed on its ships. This ruling in itself will, to a considerable extent, prevent the entrance into the commercial radio game of many of the class of operators referred to by the federal radio inspector. However, this must not be taken to mean that all of the young entrants into the operating class has proven to be of this class. I recall one young fellow who took on assignment on a good-sized ship while he was still wearing knickerbockers—at the tender age of sixteen—and I know of no irregularity having been charged to his account from the date he was first assigned up to the time he came ashore. He is now employed by one of the radio operating companies as an inspector.

On the other hand, complaints, and not a few in number, are being received against the older heads—first grade ticketed operators who have been traveling the briny since "befo' the war." These fellows know better and should set the example for the newcomers. Some of them, however, don't realize this until they have been given time to think it over—during the suspension period of their license.

The best way to keep out of trouble is to always bear in mind that your unofficial chats, no matter how you camouflage them, are going to be copied by some fellow who is patiently waiting for you to clear out so that he can get his *business* through. Unlike the olden days, every complaint is being thoroughly investigated and those found guilty are made to pay. If you've been indulging in this unofficial pastime and haven't had it brought to your attention, chances are nine to one that you've got something coming. It sometimes takes these complaints five or six months to come through, especially if the reporting station happens to be under foreign jurisdiction. Of late some operators have been doing their rag-chewing in the guise of service messages.

There is so much radio *business*, bought and paid for, that must go through, that there is not time left in which rag-chewing is permissible.

When you've had some wonderful good time on your first visit to a new port, on your first sea-going assignment, don't trouble yourself to get your aerial radiation meter to read twenty-two amps, before you start telling it to some ship about four-fifty off. Chances are that the fellow who you are trying to tell your experience to made his first visit to that same port while you were still trying to see if you could copy twelve without flunking. Also remember that hundreds of other operators in your vicinity are made to listen to something which goes against the grain.

Be a good sport. When not actually engaged in getting your business out and in, play the part of "That Wise Old Owl," and when it comes time to get a renewal of your license you'll have no trouble in getting what you're after. Also, you'll always find the word "Welcome" on the mat in front of the Superintendent's door when you are looking for a reassignment or transference to a bigger ship or one on a better run.

J. A. P.

LONG DISTANCE WORK

OPERATOR H. A. COOKSON, of the *West Camargo*, which recently arrived at San Francisco, established communication with Eureka at a distance of 1,200 miles from that port, during bright daylight, on 600 meter 2 K. W. quenched spark set. He also worked Honolulu, 900 miles, in daytime, and copied Wellington, N. Z., and Melbourne, Australia, 600 meter spark, at night. The Eureka connection is believed to be a record for long distance working during daylight hours.

WIRELESS WITHSTANDS EFFECTS OF AURORA BOREALIS IN NEW YORK

The Aurora Borealis, or Northern lights, made a brilliant display in the heavens in New York recently and up to 2 o'clock in the morning the wonderful streamers danced, shivered and waved over nearly the whole visible sky. The display appeared more vivid and strong in the north and northwest, but the banners of mystic light repeatedly shot up to the zenith, or uppermost part of the celestial sphere, where they met in an apex or hub.

As usual, the effects of the aurora was promptly felt in the offices of cable, telephone and telegraph companies, communication being seriously interfered with. Wireless service was also affected, but in a less degree.

The aurora, which is seldom visible in New York skies, is a common spectacle in Arctic regions.

Scientists have little to say in explanation of its occurrence, except that it is the result of magnetic activity in the upper region of the earth's atmosphere, these disturbances, in turn, being mysteriously associated with the frequency of sun spots.

THE SINKING OF THE LAKE FRAMPTON

WITH a calm sea and a cloudless sky affording ideal conditions of navigation, the Southern Pacific Steel passenger steamship Comus crashed into the steel United States Shipping Board freighter Lake Frampton at 3.15 a. m., July 12th, about eight miles off Atlantic City, New Jersey.

The freighter sank in ten minutes, carrying to death an oiler and a fireman. The Comus's bow was slightly damaged, but the liner sustained no other marks of the impact. Few of her sixty-four passengers, most of them women, were panicky and several aided in rescuing the remaining thirty-two officers and men on board the Lake Frampton.

The story of the shipwreck is here described by H. L. McCeney, the Radio Operator of Lake Frampton:

I was asleep in my bunk on the morning of July 12th when a crash which occurred at 3:15 A. M. threw me out. Running to the deck I heard the alarm bells giving their signals. I tried to reach the captain to get orders as to the transmission of any possible message, but the only orders the captain issued were: "Abandon ship immediately." We were going down rapidly.

The Lake Frampton listed to port so much that it was impossible to launch the life boat on the starboard side. However, the life boat on the port side was rigged up and about fourteen of the crew got into it and the lines were cut to allow it to float away. There was no chance for me to reach the life boat so I climbed to the starboard side of the ship which was high in the air at the time, and when I thought the ship was settling, slid down the side into the water. It was quite dark and visibility was poor. After being in the water a while I swam toward the life boat, but it kept drifting away because the crew aboard had no oar-locks with which to control the direction of the boat. As it was impossible to reach it I swam toward the Comus, which lay off about one mile distant.

Reaching the Comus almost exhausted, I was hauled aboard in between decks through one of the square portholes, and from there carried to the baker's sleeping room, where warm drinks and dry clothing were given me. After being aboard an hour, the first



operator of the Comus, Louis J. Gallo, took me to the wireless room. I had been reported missing, though I was one of the first to be rescued, but being on the lower deck, no report had been made on my rescue.

The collision and sinking of the Lake Frampton happened so suddenly that there was no opportunity to use the wireless apparatus in securing aid. From the time of the collision to the settling of the boat, about 15 minutes elapsed. The second operator on the Comus, E. L. Chesbro, was on watch at the time.

STUDENT'S SOLILOQUY

By William Daniel

(A Student in Radio Institute)

From 1 to 5 we study code.
(A harder row I've never hoed)
We've got to practise to get by,
And holy smoke, it sure is dry!

To copy mile-long strings of talk
Would make old Job get up and balk.
Good night! There's five long months of it.
I often think I'd better quit.

But when the harbor whistles blow
I think of places I could know,
Had I the right to pitch my camp
Aboard some roving deep-sea tramp.

O gee! To see before I die,
The Cuban palms against the sky,
Waikiki's beach, the Maelstrom's coil,
Were worth a century of toil.

L'Envoi

And so, to gain the Open Road,
I sit me down and—study code!

DAMPED UNDAUGHT

Upon a balmy summer day,
A husky freighter sailed away;
For the River Plate, without a stop,
With Billy Jones as Radio Op.
Not thinking that it might be wrong,
A long-wave set he packed along;
He figured he would make a noise,
And buffalo the "Old Time Boys."
As an Op young Bill could not be beat,

He made his meters overheat;
He never tired pounding brass,
Result: a never-ending jazz.
One night when many miles from shore,
He dragged his long wave to the fore;
He forgot about six hundred meters
As he started in to climb the ether.
He copied sigs from far and near,
From Russia, France and Germany,
And not forgetting quaint old Rome,
And the 106 was left alone.
Then without a bit of warning,
Overboard went the Captain's awning;
That freighter hit a wicked gale,
And the Old Man started raising cain.
He started in on poor old Sparks,
Who was tuning in amongst the arcs;
He hollered, "You had better mind,
We're just about to cross the line."
That eighty miler did the trick,
It made that operator sick;
He dove below in to his bunk,
And forgot about his long-wave junk.
The wind did blow, the sea did roar,
As Father Neptune climbed aboard;
He shook his salty tears aside,
And the door of the radio shack he sp'ed.
He knocked upon the door with vim,
And 106 said, "Step right in;"
"Well, well," said Nep, when he saw his friend,
"I'm very pleased that we meet again."
But 106 just heaved a sigh,
He didn't even bat an eye;
"Alas, my friend, I'm compromised,
By this usurper at my side."
Now this made Father Neptune sore,
"Usurper, have we met before?"
"Why no," replied the long wave set,
"I've never crossed the line as yet."
Then 106 looked up with glee,
As Undampt got the third degree;
That battle lasted thru the night,
'Twas enough to make one's hair turn white.
The following day broke bright and clear,
The sun came out and spread its cheer;
And Billy looked thru the radio door,
And saw the wreck upon the floor.
He saw the remains of his long-wave set,
A bunch of wire sopping wet;
And high and dry above the jinx,
Stood sturdy, modest 106.

Hugo Estberg.



FIFTY-FIFTY

ONE of the great assets of the American people is their ability to cheer up under the most adverse conditions. They have done it many times and they are going to do it now. What we need is to get down to the cheerful business of counting our blessings and boosting our friends, neighbors and fellow-workers. If we should put time and thought and energy into producing good cheer and good material such as is needed everywhere, this country would be a very different place to live in within the next few months. What we need is to play a real 50-50 game, taking a little less than 50 for ourselves and giving a little more than 50 to those about us.

This reminds me of a story I heard the other day particularly apropos to the situation we have been in. A certain substantial citizen in one of our midwest centers being very fond of sausage, had discovered a new kind to tickle his palate, called Rabbit Sausage. He partook of this with much relish for several months, when a raise in rent caused him to change his residence. He discovered on his morning walk to his office that he passed the factory where Rabbit Sausage was made, and on several mornings observed a gray horse or two being driven through the factory gates. Finally his curiosity got the better of him and he went in to call on the manager of the sausage factory, and asked him what he used in his wonderful product. The manager replied, Rabbit meat." "Anything else?" asked our friend. "A little," replied the manager. "A little what?" persisted our friend. "Oh, several things," replied the manager. "Any horse meat?" asked our friend. "Oh, a little," replied the manager. "What do you mean by a little?" demanded our friend. "Fifty-fifty," replied the manager. "Just what do you mean by 50-50?" then asked our friend. "Why I mean one horse to one rabbit," replied the manager.

The trouble with this old world just now is that we have all been playing the game 50-50, one horse to one rabbit, fifty knocks to one boost, fifty pessimistic prophecies to one word of enthusiasm and optimism, fifty sighs to one smile. Have you ever tried to gauge the tremendous h. p. of a smiling word? Let's turn on the lights!

GOOD MEDICINE

These are all good for what ails you.
Take them for anything and everything.
Only not too much of any one at any time.
Work. Play. Smile. Love. Live.

A RADIO-CORP MAN WINS DECORATION

H. C. Gawler tells how it happened



OUR editor has asked me why the Portuguese Government decorated me as a Knight of the *Ordem do Aviz*, and I am going to make the telling as painless as possible.

Commander S. C. Hooper, U. S. N., well known to radio men, exerted his good offices in my behalf with the result that I was detailed by the Navy Department as Communication Officer and Aide to the Naval Force Commander, Azores Detachment, in command of Rear Admiral Herbert O. Dunn, U. S. N.

The Azores had been used by the Central Powers as a base for their submarine activities, especially the Germans, and our principal job was to write finis on this Teutonic arrangement.

The task of the detachment was rather delicate because, to accomplish his mission, Admiral Dunn was compelled to be Naval Force Commander of the Azores, which made all other authorities, Portuguese and foreign, subordinate to his authority. Probably any one of our admirals could have done the same thing, but surely none could have done it any better, for Admiral Dunn and the Portuguese fitted together like ham and eggs. I was somewhat puffed up with my importance, being the only Reserve officer on the Admiral's staff, and the Admiral decided (or someone else decided for him), that my frame was a good thing upon which to hang additional duties.

In addition to my detail as Communication Officer and Aide, I thereupon became Mess Treasurer, Electrical Officer, Cable Officer, American Member of the Board of Censors, Assistant Naval Intelligence Officer, Naval Intelligence Officer, Assistant Public Works Officer, as well as American member of the Relief Commission. I could speak *Cape Cod Portuguese* even better than George Clark can speak *Schenectady Spanish* when I landed at the Azores, but it did not take long for me to get out of this bad habit.

On account of my many additional duties I succeeded in

getting in the line of vision of the High Commissioner of the Portuguese Government, General Simas Machado, so that whenever the General saw a busy "two-striper" he naturally thought it must be Lieutenant Gawler. Then too, the General had two daughters, but of course that is another story and Mrs. Gawler will certainly read this.

The Spanish Influenza hit the Island like a bolt out of a clear sky and it was no respecter of persons, especially the younger people.

It would not prove pleasant reading were I to tell you about the horrors of those weeks. The extreme poverty of the country people forced many persons to live in very small houses and it is against all that is holy in a Portuguese house to open windows, no matter how many are in a room. The natives were dying so rapidly they could not be buried properly and something had to be done promptly.

The High Commissioner of the Portuguese Government called in person on the Admiral for aid and the Admiral in turn sent me out to investigate and report. Within an hour I had been assigned as the American member of the Relief Commission and in three hours I was in complete charge, including the High Commissioner himself.

Some of the things we did will shock the surviving natives for years to come. We established hospitals in large private homes, warehouses, theatres, and even temporarily in fields. Sexes were frequently mixed, but not unnecessarily; the idea was to save lives, which we did.

Whole families were stricken in their homes, unable to prepare food even if they had it. We had to feed them first and then move them to hospitals, working day and night to bring them in, burying the dead and taking sanitary precautions. Our method was to enter a house, cut the garments from the victims, wrap them in blankets and take them to hospitals for bathing, clean clothes and medical treatment.

The Admiral gave me everything I asked for and the High Commissioner did likewise. There certainly were no slackers on that commission. Incidentally we requisitioned 113 automobiles, repaired some, rebuilt others, and we kept them on the go day and night. About this time, I recall one report, "Lagoa, six thousand cases, population seven thousand two hundred." The mortality was naturally higher than in the United States.

Finally, the High Commissioner, in expressing his gratitude to the people of the United States, decorated Rear Admiral Herbert O. Dunn; his Chief of Staff, Commander Louis Thibault, U. S. N., and while he was at it he remembered Lieutenant Henry C. Gawler, U. S. N. R. F.

SHIPLEY DIDN'T LIKE HIS SHIP

(The following request in rhyme for a transfer was received by Mr. Duffy last month:)

This ship's nothing but a sloop,
There's not much I can hand'er;
With the wireless room stuck on the poop,
I'll swear I cannot stand'er.
She rolls to starboard, then to port,
The set, it starts a'leaping;
The skipper comes asneaking 'round
To try to catch me sleeping.

The wireless set is out of gear,
But about this I do not worry;
The thing that now is bothering me
Is why don't the darn ship hurry.
The bow goes up, the poop comes down,
My detector does the shimmeys;
I cuss aloud and jump around,
And holler "Whoa there, Jenny."

The grub I mouch at eating time,
Ten minutes later leaves me;
When I get back I must resign
From this ship, or quit the sea;
She does a dive, and then a leap;
My dinner goes a'flying.
It's sure enough to make me weep;
Believe me, I'm not lying.

So, adios to this old tub,
Another ship I beg to try;
Something better than a sub,
For to stay here means to die,
Then let'r roll and pitch and dive and leap,
All she has a mind to,
I'll still be on the briny deep,
But amidships, on a real ship—
And not on the poop
Of an old sloop
That's not a darn bit o'good,
Never was any good,
And never will be any good.

Executed (I mean the foregoing verses—not me or the ship)
this black, angry night of January twenty-second, A. D. 1921, in
between frequent trips to the rail.

Reid S. Shipley.

GOD BLESS THE MAN WHO DOES HIS BEST

God bless the man who does his best
And fill his life with cheer,
Let him find happiness and rest
And peace and comfort here!
May victory be his in time,
When he has proved his worth,
And may his days be sweet with rhyme
And fellowship and mirth.

God bless the man who does his best,
Wherever he may be,
Or North or South or East or West,
On land or on the sea!
May friends make glad his round of days,
Success reward his care,
And may he walk untroubled ways
'Neath sunny skies and fair.

God bless the man who does his best,
And guard him day and night,
Grant him the courage for the test
And let his heart be light!
Console him when he is distressed,
And when his hope grows dim,
God bless the man who does his best,
The World has need of him!

Edgar A. Guest.

BOLIVIA GETS BUSY

The Ministry of the Government of Bolivia recently accepted a bid made by the Bolivian engineer, Senor Humberto de Asin, to install three wireless stations in the country, to be located at Guayaramerin, Cachuela Esperanza and Trinidad. The Government will contribute the sum of 11,000 bolivianos (boliviano equal to \$0.3893 U. S.) for the first, 25,000 bolivianos for the second station, and 75,686 bolivianos for the Trinidad station. These three wireless plants will connect the outlying districts of the republic with the rest of the country.

CHINA ADOPTS RADIOPHONE

China, the land of oriental apathy, which has been asleep for centuries while other nations have moved forward in the march of progress, has beaten the world in the adoption of one modern idea. Guglielmo Marconi calls attention to the fact that China is first among the nations to adopt wireless telephones to carry on communication between cities and rural district. However, Marconi

predicts that wireless phones will within a year supplant the present kind in many lands and that they will be given the widest use in the United States, which, he says, heads the list of nations in wireless inventions.

The wireless telephone has limitless possibilities and should be a great advance step over the present system, which requires an enormous amount of work to keep up and at a tremendous expense.

CHINESE ACTIVITIES

It is reported that the English Marconi Company is making arrangements with the Chinese Government to establish high power stations in Peking, Urga, Urumchi and Kashgar, which will be able to communicate day and night with the Indian Government station at Simla. There also are to be subsidiary stations in Uliassutai, Kobda, Sianfu and Hami. It seems evident that well informed people feel that these trade routes are of very great importance. If a railway is to be constructed from Kalgan through Urga to connect with the Trans-Siberian and the old routes to India are to be reopened, the situation in eastern Asia will be materially affected.

RADIO RE-UNITES FAMILY

The filmy tentacles of the wireless were responsible for the reuniting of Cleo Archer, 15, with her mother and brother in this city to-day after a separation of thirteen years.

In that time Cleo Archer did not know her right name or have any knowledge that she was other than the rightful daughter of Ellis Williams and wife, with whom she lived as a daughter. But it was through the efforts of Lester Archer, 19, a student in Scott High School at Toledo, that the girl has been restored to him and his mother.

Young Archer is a wireless student at Scott High. Recently after talking with his mother about his long-lost sister he decided to try his home-made wireless outfit in an effort to find the girl. He augmented the battery service and the radio had an 800-mile radius. Each afternoon and evening he would pound hopefully at his key, sending out ether waves asking for information concerning Cleo Archer, who had been taken from the Allen County (Ohio) Children's Home thirteen years ago.

One evening Archer's wireless was caught by a youth in Rockfort, Ohio, 120 miles from his former home in Allen county. He got on the long distance telephone, with the result that the Archer girl, who believed her name to be Williams, arrived in Toledo.

Mrs. Archer will begin legal proceedings to regain the girl, who was given to the Williams family by the superintendent of the Allen

County Children's Home thirteen years ago, after Mr. and Mrs. Archer were separated.

At the time the child was taken away from the institution Mrs. Archer sued for information concerning her whereabouts, but the superintendent said he would go to prison rather than divulge her whereabouts.

THE WRECK OF THE MONTANA

By L. S. Parkin

WE left Philadelphia for Botwood, Newfoundland, with a cargo of coal. Fine weather was experienced until we arrived off the Newfoundland Banks when dense fog enveloped us and caused us to slow down. However, we made St. Johns, N. F., without mishap where we took on a pilot for Botwood, arriving there about 48 hours later. Botwood proved to be a small uninteresting place of about 500 inhabitants and all hands were relieved until we pulled up our anchor and left on August 9th.

Passing around the northernmost point of Newfoundland and through the straits of Belle Isle, we ran into dense fog which stayed with us practically up to the time of the wreck. On August 12th I sent a message to the Dominion Coal Co. at Louisburg, C. B., announcing our arrival off that port at 9 p. m. About this time we came within sight of Louisburg light, but as the pilot did not come out, after a wait of two or three hours, the master decided to pull away from shore and wait for daylight. About midnight I called the station at North Sydney, but received no answer to my QRU.

As there was no use me staying up longer, I turned in only to be awakened at 5.30 the next morning with the request that I see the master at once on the bridge. On seeing him, I was requested to send out the SOS and give our position as five miles east of Louisburg light. The ship was hard aground on a rock, known locally as Salmon Rock, in a locality called Gooseberry Cove. The whole fore part of the ship was aground right up to the boiler room. The after part was clear and was being lifted up and banged down again by each successive wave rolling shoreward. The beach was just discernible through the fog and was about 50 yards distant. The first ship to respond to my distress call was the Cunard liner Caronia, bound for Halifax, with whom I carried on all subsequent communications. I informed her that she could give us no material help in our present position, but could forward my messages on to Sydney at the first available opportunity. The dynamo then began to give out and it was not long before it was entirely stopped, as there was about eleven feet of water in the engine room by this time.

At 7.30 a. m. the order to abandon ship was given and the

whole ship's company, with the exception of the master, third mate, Bos'n and two sailors, took to the boats and landed about 15 minutes later. Eventually we were taken around to Louisburg after having watched the ship break in half at 10 a. m., owing to the fall of the tide. Three officers, including myself, and two sailors were kept in Louisburg about a week in order to sign a protest. We were then sent back to the States by easy stages.

FALSE S O S CALLS

RECENT newspaper and magazine articles refer to a false wireless SOS call which reported that the freighter *Canonier* of the Lloyd Royal Belge Line needed immediate assistance, but upon investigation, it was found that the ship had not called for help. There was no mistaking the SOS call, so it is assumed that it was the work of a practical radio joker. It was not possible to tell where the false call came from, but it is assumed that it was sent out from a merchant vessel, for it was on 600 meters.

It is indeed unfortunate that a wireless man should have sunk to such depths and it is hoped that he will "lay off" should he have future playful impulses of such criminal nature.

The SOS signal is a sacred one and should ever be present in a radio operator's mind as one never to be used except as urgent necessity requires it.

P. H. B.

ALMOST FATAL

AFEW days ago one of the humble reporters who regularly attempts to gather news for this little paper, was sitting quietly at his desk pondering over what his income tax would be ten years hence, when suddenly and without warning there burst into the room an excited individual who in three leaps was behind the h. r.'s chair and the following discourse took place.

"Who wrote this article about the Radio Provident Club in last month's issue of *World Wide Wireless*?"

The h. r. winced slightly, took a deep breath in order to allay heavy heart beats, glanced around helplessly for a convenient weapon and without looking up meekly mumbled, "I, er—I guess I did it."

"Well," said the excited individual, "you did not mention my name. It was Gus. M. Heisel and myself who were the *whole cheese* during 1920. We sold candy, cigars and everythin'. I don't mind telling you that it was the first year that we employees ran the club ourselves, which is the reason it was so successful."

The h. r. "yes-sirred" everything and said he would speak to the editor about a suitable correction, after which the towering

giant mumbled something like "You'd better do it," and dashed out as hurriedly as he had dashed in.

A careful investigation as to who the man was revealed the fact that he was none other than Mr. Edward A. Kaminsky. It was hard to reconcile his usual pleasing personality and debonnaire manner with this incident, but of course that only goes to show what happens when downtrodden scribblers are guilty of mis-statements.

By the way, Radio Provident sales are increasing daily, which shows the excellent quality of the goods sold. If you are near the main office or if you have occasion to visit it, buy something, even if it is only a 3-cent piece of peppermint candy for your best girl.

EXTENSION OF MARINE SERVICE

The company has opened a marine station on Cape Cod, equipped with both spark and continuous wave apparatus. The transmitting apparatus is located at the Marion high power station and is distantly controlled by operators stationed at the high power receiving station at Chatham. The call letters of the marine station are WCC. The coast station tax is 10 cents per word. The Chatham office is directly connected to our Broad Street, New York, traffic office by wire. The landline forwarding charges are the same as though the station were located in New York. Our uniformed messengers will deliver on our blanks messages destined to New York City. The spark transmitter has a range of approximately 300 miles and the range of the continuous wave equipment is about 2,000 miles.

HEAD OFFICE NOTES

President Nally is now in Paris. He is accompanied by Mrs. Nally.

Honorable John W. Griggs, General Counsel, is spending a few weeks in Bermuda.

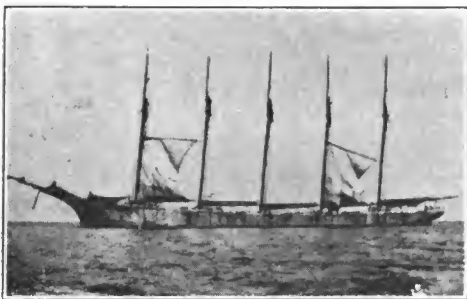
The Comptroller's and Treasurer's departments are now located in the north wing on the 18th floor of the Woolworth Building, occupying new space, recently leased to make additional room for the Engineering and Commercial Departments.

Mr. Roy Weagant, Consulting Engineer, accompanied by his family, is enjoying the tropical climate of Nassau, in the Bahamas.

Lieut. Henry Gawler, U. S. N. R. F., of the Sales division, has received through the State and Navy departments the insignia of the grade of the Knight of the Order of Aviz, awarded him by the government of Portugal for distinguished service in the Azores, during the epidemic of influenza, a detailed account of which will be found in another column.

A DERELICT

By Robert C. Bradshaw



THE JANE PALMER

I SIGNED on in Newport News, July 8th. We soon got under way for Buenos Aires. Several days out, we developed a leak, and turned back, finally arriving in Boston. We discharged our coal, and caulked our top sides. After lying in the stream for a couple of months, we went back to Newport News for more coal, on the same charter. After loading, we towed out to Cape Henry and remained there a week on account of a calm. On December 13th, the second mate and I went to Norfolk in the stern boat for some supplies. The next day we weighed our hook and started again with a fair wind for Buenos Aires. We had fine weather, making good time until the 16th, when the glass dropped and it started to blow a bit. We passed a steamer blinking "8" but we could not reach them.

Lost some sail on the 17th. We turned and scudded before a northwest hurricane. We soon noticed she was working quite a bit; little ripples would run the whole length of her deck. Standing on the quarter, in back of the spanker, we could see the foremast, first on one side, then on the other. The Captain thought it would be best, so we ran in the trough, making her roll so I could hardly keep my seat. The second mate nailed a chair down for me and made it a great deal better.

I was listening in, sitting there peacefully and thinking we would soon run out of it and get down south where it is warm, when the messman dashed in and said, "Get a steamer!" I soon got an answer from SVL and felt a good deal better, for I did not know what was happening on deck and my battery was getting low. When I reached the *Cotati* (KIQF) he said he had sighted us.

We hoisted a light aft and they followed us all night. Towards 4 o'clock in the morning, we lost their lights and thought they had abandoned us. I called several times, but got no answer. There was no radiation, and I did not know what had happened aloft. It was pitch black and we couldn't make out a thing. I went up a little ways, but couldn't do anything.

When I got back, I found that some salt water had leaked in

and soaked some of the apparatus. To make matters worse, a storage battery turned over and the electrolyte mixing with the salt water formed chlorine, which didn't make it very pleasant. My transformer burned out next, and it took me quite a while to repair it.

About 8 o'clock, after drying things as best I could, I got in touch with the steamer again. They said they did not want to stand by forever and asked us what we thought best. We told them to wait a little longer and we would try our own boats.

We didn't expect to save any luggage, but we packed a little and made the boats ready. At 1:30 in the afternoon we decided to go, and after launching the boats with great difficulty, we threw the baggage in, and taking a cat in each boat, we started.

At 3 o'clock, after a hard time in the open boats, we ran alongside of the *Cotati*. They had nets strung up on her lee side, so it was an easy matter to board her, although we were bobbing like corks. Coming around the stern of the steamer, one of the cats jumped overboard and was in the water nearly five minutes, when the chief engineer threw a heaving line, to which the cat clung until dragged aboard. The *Cotati* took us to Bermuda, where we were royally entertained by Mr. Robertson, the American consul. He put us aboard the *S. S. West Tacook*, and we finally arrived in Philadelphia, all hands safe and sound.

OPERATING ENGINEERS NOTES

S HIFT Engineer Francis Mandeville, Dynamo Tender Brown, Machinist Pitzner and LeRoy Smith, assistant machinist, all of New Brunswick, have been released.

At Tuckerton the staff has been reduced by the release of Shift Engineer Borelli, Dynamo Tenders W. H. Gale and P. Gale, and the steam plant staff, the station having been electrified.

Receiving Engineers Meecham of Belmar and Laverty of Chatham have been released.

NEW YORK

B ROAD STREET office has undergone extensive changes and anyone familiar with the old surroundings would not know the place. The walls have been torn down and it has been converted into one large room, Mr. Chadwick's space being separated by a glass-top partition, and it certainly looks good; but wait till we get the floor covered, then come and visit us and we dare you to comment on the improvement other than favorably. There's lots more room and gives Broad Street a very businesslike aspect.

Speaking of new stunts, Broad Street has been sending direct

to London by Wheatstone transmission, where it was printed direct on the Creed automatic printer.

On Saturday evening, January 22nd, the Broad Street staff held their first annual dinner at Murray's. Mr. Chadwick, Superintendent at Broad Street, took the chair. After we were all seated we were photographed by flashlight, followed by a short address by Mr. Chadwick, who read a letter from Mr. Nally, our President, who was at that time on the high seas. Mr. Nally expressed his regret at his absence but was with us in thought, and was looking forward to a very prosperous year. He also dwelt on the subject of making our every effort towards placing the corporation on a sound and efficient basis so that in after years the Company will be able to care for its old employees.

Dinner then followed, after which Mr. Chadwick called on Mr. Winterbottom, our Traffic Manager, to say a few words. Mr. Winterbottom referred to the wonderful progress we had made during the past year and also dwelt on the important subject of accuracy, emphasizing the responsibility of the man at the wire. Mr. Chadwick then asked Mr. Sarnoff, the Commercial Manager, to say a few words. Mr. Sarnoff expressed himself as feeling quite at home with the boys and gave a very good definition of the difference between man and modern mechanical appliances. Notwithstanding the adoption of many of these latter by the Radio Corporation, the staff was ever on the increase.

We finished up with a very pleasant evening at the Palace. The arrangements were entirely in the hands of Mr. Shea, of the Efficiency department, who deserves credit for everything going through without a hitch. Messrs. Lemon, Pillsbury and others from the head office were our guests.

Broad Street now has a lady operator, Miss Yelland, who has joined our corporation and is quite an efficient addition. She is at present on the branch section and is holding her own.

One noticeable fact is that the stations are not lacking attention, as the three chairs seem to be occupied all the time, some one or other always having an excuse of some sort to be near. Now, boys, watch your p's and q's.

We notice Eddie Sheehy is cultivating a moustache. Expect he wants to be fully decorated when he says farewell to single life, which we understand is not far off.

"Man overboard," went up the cry.

"Throw over two buoys," yelled the captain.

And the new Irish sailor promptly flung overboard two boys who were walking on the deck.

"You idiot," yelled the captain. "I meant the cork buoys."

"Bedad," said Pat, "how was Oi to know whether they came from Cork or Tipperary?"

The really important part of a rule is the exception to it.

Some men are like posts—steady enough but they never get anywhere.

The following additions in January: J. Ivory, Manager, Woolworth Building; C. Thomas, Examiner, Broad Street; J. Tannenbaum, Check; T. F. Mullins, Service; J. Denice, Service.

Resignations: E. O. Bryan, E. M. Coughlin, F. Fisher, W. Leslie.

February changes: E. Webster, appointed Operator, Broad Street.

NEW YORK RADIO CENTRAL

RUMOR has it that New York Radio Central is being looked upon as a sort of Promised Land! If such be the case, listen then, all you aspiring ones.

Good progress is being made!

The clank of steel for the towers can be heard daily as it is being unloaded at the siding. Give us a few days of fine weather to dry up the muddy roads for hauling and you will be able to see the giant structures fairly grow before your eyes. Mud? we'll say there is mud! Even the pet Fords settle down on their mud pans and whimper pitifully.

It would be possible right now to hold a dance in the Community House such as they have at Marion and New Brunswick, if the carpenters, plumbers, steamfitters, electricians and plasterers would not keep getting in our and each other's way.

The power house foundations await the arrival of steel. All you amphibious mortals, hasten to Radio Central. We plan to have a regular swimming pool in the cooling pond. It will be the only large body of water in Rocky Point.

This quiet little hamlet is so dry and has been for so many years that it does not even know about the 18th Amendment. The inhabitants all live on stored rainwater and cider in season. We are on the wagon also, hauling water over a mile from the driven well at the power house. This well is six inches in diameter and one hundred and eighty feet deep.

Everyone in radio believes in having a good earth connection or ground as it is commonly termed. The greater part of our ground system of over one hundred miles of wire is planted twenty inches under the surface. Quite a large order, you think. We thought so too, but it is now going in at the rate of over a mile of wire a day. How is it done? We'll tell you in the next issue.

THE CHRISTMAS GIFTS

The children on the farms at Rocky Point are anxious that

all the kind folks in the big New York Office should know how delighted they are with their Christmas presents.

For some it was the first real Christmas they had ever had.

The boys' caps are much in evidence these cold days. At school they are known as "the Radio Caps."

One mother of five could not understand how it was possible for people in New York to select so appropriately the many gifts for each youngster. The dolls and toys were "just what they wanted" and the caps, sweaters, etc., not only came in very opportunely but were even correct as to size.

How thankful we should be that we could help make these little folks happy at Christmas time.

MARION

OLD Man Kill Joy Economy poked his head into Marion, same as he did elsewhere, and the net result to date is that we are running the works with three shifts instead of four. Of course we are tactful, so we will say it suits us, but it might also be mentioned in the same breath, we lie once in a while too, when it's necessary.

Economy went through the ole oscillating work and when he went out, he took F. B. Stock, who was one of our shift engineers, and a very popular one indeed. We hated to see him go, The old boy also took R. W. Dexter and T. Morse, two of our alternator men.

By the new order of things, Mr. Sam Campbell, our machinist, is breaking in on the switchboard, and will furnish relief to the regular shift engineers on different days throughout the week. Mr. Harold Higgins, one of the staff of riggers, has been elected to serve inside as an alternator man during such times as it is not necessary for him to be out holding up one or more of the four hundred foot towers.

Frank Kremp, our star alternator man, has a bona fide kick to make. His girl has left Marion, and of course he is working more hours since old man Economy's visit. Not knowing what else to do, he talks of moving his stove, bed 'n everything right up here to the station and setting up housekeeping in the General Electric room.

The men at the hotel (single men, bless 'em) gave a dance on January 20th, which was in the nature of a farewell party to F. B. Stock. There were about twenty-five young folks present, and Marion put one more notch in her social status for which she has been the noted pioneer. Mrs. Eva Higgins, our famous cook, served up some home brew punch, which the writer had a taste of. He can vouch for the kick it contained, but hastens to add, before we are swamped with applications for membership, 'n visits

from the prohibition sleuths, that it is believed this kick came from nothing more dangerous than ginger ale mixed with grape juice. It reminded you, however, and caused a smile.

Mr. John Danker, who has served as clerk to the Engineer, has left the employ of the Company. His place is being filled by Royal Vermilya, who is a brother of one of the Shift Engineers.

A new two-kilowatt panel set has arrived at this station, and at this writing construction is being rushed to have it working in very short order. It is understood that a bulb as well as a spark set is to be distantly controlled here from Chatham. All are anxious to see her work. We suppose this means another control line, and scratch our honorable domes as we contemplate it.

About the first thing Harold Higgins, the new Alternator man did (and who by the way is an old Marconi man from the Wellfleet station) when he started on the job was to challenge Speedo Vermilya to a nice quiet little game of POKER, NO LIMIT. He said he was just figuring on getting some of his Wellfleet money back, and seeing if the light was good enough in Marion to see how it was that Speedo held so many straight flushes in the old days.

One of the members of the staff met Aleck Patten, who was formerly an Alternator man here at Marion. It might be explained that Aleck attended a Bolshevik meeting, and believed all he heard, and as a result was sentenced to six months at Tuckerton. When Aleck was last seen, he was riding in a New Bedford trolley car (evidently on leave) and he was darn homesick, to put it mildly. Of course there's a reason, and she was sleeping on Aleck's manly shoulder, as the trolley car gaily sped towards home. It was O. K. though, boys, 'cause Ma and Pa were in the seat right behind them.

The new heating system is at last a reality, and glad to say when one of those cold northwesterners come sweeping down the pike all that's necessary is to step on the gas, and give her the coal. It sure does make this glass shed resemble a hot house. This high tension blast furnace is being ably run by Senior SIFT Engineer Snell.

The Farmers' Exchange, which is the name of the village grocery store, reports that they are expecting an order for some cigars from Jim Rossi, our chief rigger.

RIVERHEAD

WELL, dear readers, we come before you again. We have about given up the name of Eastport for that of Riverhead—the latter being on the map. Having read about Rocky Point and their flivvers we see that the pace is a rapid one and we will admit that we are having a time to keep up. That was

SOME story. Since reading it we have put our truck and touring car into cold storage. WALKING'S GOOD HERE.

Riverhead, a town of 2500, is situated at the head of Peconic Bay—four miles from the Sound and six from the Ocean. The Peconic River flows right through the town and sometimes over it, as Engineer Olesen can well testify. (He, yawning and wishing the night was a lot longer, hit the deck one morning to find the river swishing over his front door steps and the back yard three feet under. Since that time we note that the flivver has been adorned with sails and an anchor. Why not a RADIO set, Olesen, to get your bearings?) Riverhead is the county seat of Suffolk County and boasts of a lot of things that the Radio Corporation gang have not as yet been able to locate. The only thing of importance is the movies—don't go, expecting to see passable vaudeville—???? Trains are scarce articles at best and Sundays are no exceptions—ask Chief Weagant, he KNOWS. During the summer and when everyone is at home Eastport lies eight miles southwest of Riverhead.

What is at Riverhead? Many things—a big shack—the northeast ends of two nine-mile aeriels—a telegraph line to Broad Street—a large cranberry bog to skate on—and OUR Mr. Greenman. Said shack may some day give way to a very nice station that will be the receiving station for the great New York Radio Central—until then the present shack will do the trick all O. K.

Some of the men at Chatham and Belmar know we are on the map now. They did not until we shot them POZ and MUU on the sounder and showed up their reception. Audio and sounder signals from POZ, MUU, LCM, WGG and WII to Broad Street are getting as common as static eliminators out here.

At present Beverage, with the assistance of Moulton and OUR Mr. Greenman, is holding forth at Riverhead. McDonald and Leuteritz hold forth at the Eastport shack when they can persuade the mud that they ought to get on the job. Olesen has an ION commission which, translated from Greek, means roaming—he spending part of his time at Eastport and part at Riverhead.

All work at present is experimental and if you have any ideas on how static is to be eliminated send 'em out and we will tell you how bad they are. Greenman has become so expert at this difficult task that he can and will tell you at a glance.

By the way, Greenman wins the "Medal of Forget-me-nots"—he having acquired it as follows:—At Mr. Winterbottom's request, a set was hooked up to copy GB's traffic report. Greenman, being an ex-marine operator, was given the job of copying the service each night. All went well for several nights and then—! Greenman sallied forth one cold night and sat for two hours with the set turned on and the phones on his head but with BOTH THE

AERIAL AND GROUND LEADS DISCONNECTED. What kind of a FIELD ENGINEER are you, Greenman?

Beverage also wins mention—he having tried to charge a six and a twenty-six volt battery in parallel. Said six went through all the evolutions of the shimmy and finally lay exhausted foaming at the mouth.

Moulton and Greenman are at outs. The latter was calling NY on the wire when the former slipped an extra key in the circuit and answered for NY. M took G's message after many breaks due to Greenman's poor sending and then sent a few to RD from NY. The message "Ranger NY Greenman RD—Is the shack painted yet?" caused the receiver of said message to turn white and send back "YES" several times. We ask you, Greenman, "Is the shack *all painted YET?*"

It seems that all of the poles of Aerial No. 1 are set too close to the road. McDonald has massaged all of them between the Eastport shack and the Eastport Inn with our new flivver. Said treatment does not seem to agree with the flivver, "Mac." Leuteritz takes a child's delight in playing in the mud. He gets the flivver in a mudpuddle and then gets it stuck there. We are not mentioning any names but someone got the flivver stuck in the middle of the worst puddle at 1 A. M. and after getting well covered with mud had to leave it there and hoof it in.

Beverage's daily cry is, "I am hungry." MORAL—don't live at the Long Island House.

CHATHAM

WELL! here we are again after missing the last edition. Sorry not to have had an opportunity to tell our little story last month, but between the year-end inventory and static we were as busy as the one-armed paper hanger with the hives. Don't know how Belmar and other receiving stations have fared during the last two months, but old man Static has sure played an active part around Chatham.

Weather conditions have been most changeable, and even our old time weather prophets who judged the coming weather conditions by the sound of the static have been baffled.

Jim Maresca has just returned to Rockport, Mass., after a few weeks in the hospital where he was operated on for hernia. When last heard from he was convalescing rapidly and expected soon to return to Chatham.

E. A. Strong sprained his ankle a few days ago while walking through the fields on his way to town. Evidently his thoughts were far away when he made the misstep.

Billie Moore, who recently broke his arm, has again returned to duty.

Lots of accidents during the month.

For about a week skating was in order. A very enjoyable skating party at one of the nearby lakes served to bring out much skating talent. A. L. Roberts, one of Canada's finest hockey players, exhibited his skill. A fire was built and roasted hotdogs were served.

The boys at the station are certainly falling for the local girls. H. M. Batchelder and his charming dancing partner won the gold prize recently in a dancing contest at the Chatham Pavilion. Joe Lynch was a close second and received the consolation prize—sympathy.

Our staff and friends have grown so large that the monthly dances in the hotel have been discontinued on account of insufficient room. We regret that we have not a spacious hotel like Belmar's and have to rent the Chatham pavilion for our dancing parties.

For general activity, sports, social affairs, etc., we wish to challenge any station to show more interest. Don't know if you have read in the leading Boston papers about our basketball team. After losing the first game to the undefeated Naval Air Station basketball five, we tackled the Barnstable High School quintet and defeated them to the tune of 16 to 14. It was necessary to play a five minute overtime period to defeat them on account of a tie existing at the end of the two halves.

These basketball teams draw well at the pavilion and generally four or five hundred people from Chatham and surrounding towns witness the games.

Much enthusiasm has been aroused here and even the fat men of the station are playing basketball on our newly-constructed court, and one or two have reduced as much as ten pounds already. How about our neighboring stations? Do you play basketball? If you have already achieved a reputation in this sport, we will let our first team play you. If not, we will let you play our old married men's team. Everyone here plays the game.

We wish to thank the Chatham girls who invited members of the Static Club to attend the whist party and dance held at Red Men's Hall in Chatham recently. Those who attended passed a fine evening. The refreshments were excellent. Virginia reels were popular with those who did not care to dance the modern dances.

A house party at Billie Moore's cottage recently was attended by over twenty-five couples. A good time was enjoyed until the wee hours of the morning. Space will not permit us to elaborate on the quality and quantity of the refreshments served. Rigby's capacity for assimilating food on that night was simply enormous. We saw him sitting on the couch surrounded by food with a harem

of girls continually making trips to the kitchen for more good things for his seemingly unfillable bread basket.

Our popular mess president, Doc Flood, is spending some of his hard-earned salary on trips to Hyannis.

Mrs. Coffman recently arrived in Chatham. Scott now wears the smile that never comes off, and which is more noticeable on account of his having dispensed with his delicate soup-strainer. His moustache never appeared strong or vigorous, but as it had only been cultivated a few months one could not expect much. Mrs. Coffman has now joined the full-fledged female rooters for the station basketball team.

We extend a hearty welcome to Messrs. Higgins, E. A. and L. H. Strong and G. R. Best.

Our sincerest sympathy is extended to J. J. Francis, who recently lost both his parents in an accident. He is now on an indefinite leave of absence.

No engagements, marriages, or births during the month at the station.

EASTERN DIVISION

WE very much regret to announce the death of Operator Harold Phelan at the Santa Flores Hospital, San Juan, Porto Rico, following an operation for appendicitis. He had been in the service of the Radio Corporation for a considerable length of time, and was well-known in both the Boston and New York offices through his services on the steamships of the Metropolitan and Savannah Lines, where he was well thought of for his unfailing pleasant disposition and courteous manner. He had been assigned to the S. S. *Porto Rico* and was going out on his second trip to San Juan and while on the way down to Porto Rico was taken very ill and was ordered into the ship's hospital. Upon the arrival of the vessel at San Juan, he was conveyed to the Santa Flores Hospital and an operation found necessary. According to all reports the operation was successful and a radio-gram to this office had reported that he would be with us again in a couple of months and then came the report that he had died. This came as a considerable shock to this office, as he was personally well-known to us here. His remains were brought north and sent to his home in Wakefield, Mass., for burial. We extend our sincere sympathy to his family in their loss.

Several changes have taken place during the past month personnel of the W. N. Y. Station. Operator George McEwen has been transferred from the station staff to the Traffic Extension Department, his watch being filled by the transfer of Operator Darlington from third to second trick. And, by the way, Darlington says he is now going to do his sleeping in the night time,

instead of starting it at the time that other folks are just getting up. The third trick is being held down by another old-timer, B. J. Harvey, who first entered the service of this Company back in 1912.

The second one of the U. S. Mail Steamship Company's passenger ships, the *Princess Matoika*, has just been put into commission to inaugurate the Italian service of that company and sailed on the 20th of January for Genoa and Naples with Milton O. Green, who transferred from the *Old North State* to that ship as chief operator, and James Foreman, formerly senior of the *Maracaibo*, as second, with Joseph F. Maresca as the third trick operator. The *Princess Matoika* is licensed to carry approximately 2,800 passengers, so if she carries a full passenger list, it would seem that the operators will be kept fairly busy handling traffic.

We are pleased to be able to announce that the moving picture world is not the only sphere in which there are a "Douglas and Mary," as we can now claim that distinction owing to the marriage on January 30th of Mr. Douglas C. Smith, Manager of the Wanamaker's New York Station. His wife's given name being Mary, we now have a "Douglas and Mary taking a leap" and we wish them all happiness.

We are in receipt of a letter from the office of the Radio Section of the U. S. Shipping Board, Washington, which is quoted as follows:

Subject: S. S. *Eastern Crown*.

"Of all the ships that I have seen and inspected, this last one was the cleanest and in the best shape of all. All the apparatus was in excellent condition. Every bit of brass in the room was polished to a gold hue. These men certainly deserve special mention. Mr. Pohlman was the senior operator."

Note: The operators aboard this ship were J. V. Pohlman, senior, and J. L. Savick, junior. This is the kind of a letter that it gives us great pleasure to receive, and we would like to get a lot more of them.

Operator Carl J. Koegel transferred from the S. S. *Steel Worker* of the Isthmian Line to the tanker *Bessemer* in the early part of January, and on the 16th of the month the ship was towed to Charleston in distress with her steering gear out of commission, after having radioed for assistance. With the present frequency of occurrences of this kind, this would hardly attract passing notice, but it is only another case where radio was of great assistance in bringing the ship to a port where she could be repaired and sent on her way with a minimum loss of time.

It has come to the attention of this office several times within the last few weeks that operators are altogether too prone to leave the ship and carry the key of the radio room ashore with them;

and as this is strictly against the U. S. Government regulations and also against the regulations of this Company, we consider it advisable to call the attention of the operators to the fact that it would not be at all surprising if it resulted in the suspension of licenses, and even if it does not come before the Government Inspector's office that it will be taken cognizance of by this office.

An item received several days ago concerning one of our operators who is now in college, is interesting in that it states that he has been elected to the honorary college scholastic society, the Phi Kappa Phi. It is interesting in that it is an award that is only made to those who have shown exceptional standing in their studies, and very few elections are made during the course of the year. The recipient of this honor is Howard Dodge, who left us last fall after having returned from Belgium when the control of the radio of the S. S. *Grenadier*, of the Lloyd Royal Belge, was taken over by the Belgian Company.

Operator G. L. Barry, who re-entered the service of this Company in July, 1920, and sailed for Sweden and Denmark on the S. S. *Eastern Maid*, reported in on February 8th after having had a rather eventful trip. The ship caught on fire just after passing Land's End bound for the United States, and it became necessary for the Captain to turn his vessel around and head for Falmouth, England, in somewhat of a hurry. Before the ship got in near enough for tugs to reach her and pump water into the holds it was necessary for the officers to remove all their belongings, as it was thought that the whole ship would be consumed. Barry says that when the fire was finally put out the decks resembled the Witching Waves at Coney Island.

After being repaired the ship got under way and found it necessary to stop in the Azores and Bermuda for supplies. The *Eastern Maid* was reported six days overdue and a broadcast was sent from NAA, but assurance was quickly received from the ship that all was well and that she would be in New York in a few days. Barry says he will be content to remain in the United States for a few days.

The S. S. *Lake Marion* sailed for Cuba on January 19th with H. G. Helgeson, who transferred from the High Power division to the Marine division, in place of Operator F. G. Flowers, who was placed on the unassigned list.

Albert E. Bloss relieved Thomas D. Entz as junior on the Polish-American Line passenger steamship, *Gdansk*.

BOSTON

HOWARD WALTER is on the *Norman Bridge*.

The apparatus on the *Arlington* and *Brandon* has been dismantled. H. J. DeCelles, of the *Arlington*, went to the

Hampden, and Fred Lakewitz, of the *Brandon*, is on the farm.

Arthur Curtis, of the *Jonancy*, recently had the time of his life receiving amateurs, 600-meter traffic and NAA all on one setting. In comparison with the radio QRM, the captain's QRM was nothing at all.

Fred F. Goerner has retired, and will tour Europe this summer.

B. P. Sloane is in dutch again. Left the *Wm. Green* at New York, to come home, without reporting at Mr. Duffy's office. Result is he's now in considerable doubt as to where he gets off.

H. M. Baier is ashore paying the dentist a few visits.

J. F. Valente relieved Bier on the *Sunshine*.

Carl Sellman is on the *C. A. Canfield*.

It was with deep regret that all at Boston learned of the death of Harold Phelan at San Juan.

SOUTHERN DIVISION

BALTIMORE

THE two ice breakers, *F. C. Latrobe* and *Annapolis*, owned by the City of Baltimore, have been fitted with $\frac{1}{2}$ -KW sets which the City purchased from the Navy Department. Constructor Grantlin and Richwein officiated.

Clair Herbert (Shorty) Warner is back with us again after a short visit to Detroit. He is enroute for the Far East on the *Loretta*.

The new tug *Volant* of the Davison Chemical was recently equipped at this port with a standard $\frac{1}{2}$ -kilowatt set. Constructor Grantlin effected the installation. B. P. Fonda took the assignment.

Mr. G. Harold Porter was a recent visitor at this office while enroute from Washington for New York.

James F. Larrimore, recently with the Coast Guard depot's electrical department, has been temporarily employed as constructor.

Installation of equipment on the new Standard Transportation Company's steamer *Alladin* has been started.

Frank R. Smith, Chief Operator of the new passenger steamer *Wolverine State*, recently paid us a visit. F. R. tells us he may leave the ship at 'Frisco where Mrs. Smith will join him.

A dear friend operator of Lew Richwein's recently brought him some nerve tonic from abroad. Tonic arrived at 5:30 P. M. Lew arrived ten minutes later but couldn't find said tonic. Who got it?

One would judge from the looks of Phil Grantlin's machine nowadays that he is in the general hauling business. The light six is always full of insulators, wire, distilled water, etc. Phil says he has to do it, as gas is very high.

We recently installed a super-sensitive receiving set in the storeroom but signals from the Pratt Street cars and autos came in so strong we couldn't hear any radio. When traffic came to a standstill, as it does in this town at midnight, someone faintly heard Baltimore Naval station sending CQ. Friend set is now dismantled.

GULF DIVISION

HAROLD A. CROWE has been transferred from the Inspection department, New Orleans, to the Shipping Board steamer *Bavington*.

James B. Hinson, after an extended assignment on the beach, is out on the *Danville*, having relieved Carl B. Hanna. Hanna came ashore looking for something better and as a result is still busily engaged in looking for another assignment, vowing all along that when he does get another ship he is going to hang tight.

John Brunette, late of the Great Lakes division, has re-entered the service through the Gulf division and been placed in charge of the *Maiden Creek* at Galveston, relieving Lawrence P. Williams. Williams is now awaiting re-assignment.

With the dismantling of the *James Timpson*, Joel R. Cornett has been transferred to the Pacific Coast steamer *Asuncion*, relieving Reuben H. Horn, who has returned to the Golden West for re-assignment.

Claude W. Sheets has been assigned to the tug *Edgar F. Coney*.

Operators on the beach at Gulf division ports, as a result of the laying up of their vessels, include B. S. Scherrer, Alex E. Ermatinger, Louis W. Fish and James Bondi.

Walter O. Casten has been assigned to the newly-commissioned Shipping Board steamer *City of Weatherford*.

The motor ship *Durham* of the France and Canada Oil Transport Company has been fitted with a 1½-KW submarine type apparatus at Aransas Pass, Texas, by District Manager Ellsworth of Galveston. John C. Clayton has been placed in charge of the radio.

Harold B. Hosford has relieved Louis H. Boizelle on the *Oscar D. Bennett*.

As usual the Key West district reports everything as running smoothly—that is, all except the waters of the Florida Straits.

Jovial Johnny Carr of the car ferry *Parrott* says that he is beginning to think there is something in the fourth dimension. He explains that "PWA's" 600-meter wave is responsible for his conversion.

By all guess work the men of the Key West district have about decided that J. E. Kane of the *Miami* is having one glorious winter in Miami. We are going to purchase a ouija board to discover whether it is in Miami or Nassau.

Nisbett of the *Mascotte* has secured a new non-synchronous rotary—N. B. Please report all DX and bent diaphragms.

Treadway of the *Estrada Palma* recently broke the rear axle of his flivver. To cap the climax, his Chief Engineer took it out and tried to teach it to climb a telegraph pole. (The pole is still there.)

Ely, of the *Flagler*, was recently noticed running around among the cars. Expect he was looking for his pipe, which is plenty strong enough to walk—has an old Missouri kick (nothing like $\frac{1}{2}$ of 1%).

Broussard, of the *Governor Cobb*, having been noted carrying a worried expression on his features, explained that it was caused by trying to keep track of whether he was bound for Key West or Havana, the *Cobb* being like an old-time jitney—(round and about and back again).

Franklyn, of the *Mascotte*, has decided to stick to the old carborundum. He states that although the Florida Straits are corrugated to keep the *Mascotte* from slipping off, it works the reverse with galena catwhiskers.

Our friendly contemporary, the Honorable Joseph Dowd, of the U. S. lighthouse tender *Ivy*, has gone to carrying a cane. We once had hopes, but adios, Joe.

Charles B. Schwab, after an extended leave of absence, has been assigned to the Shipping Board steamer *Glenridge* at Galveston.

John L. Behrns, of the *Lake Flounoy*, and C. F. Bailey, of the *Pan American*, recently changed places with one another at Port Arthur.

GREAT LAKES DIVISION

THE mild winter experienced in this region has made it possible for a good number of our lake bulk carriers to be shifted to the various coal docks and loaded with coal prior to their starting the 1921 season of navigation. As early loading means an early opening of navigation, freight vessel operators can look for earlier assignments for the coming year.

The carferries *Ashtabula* and *Maitland No. 1* have laid up for a few weeks to go into dry dock for the spring overhauling. Operators D. G. McDaniels and G. M. Commerford, respectively, are busily engaged investing their earnings of the past ten months in chocolates and flowers. We understand George has been hit pretty hard, and we are anxiously awaiting that formal looking invitation which usually follows extended chocolate purchases.

Lake Michigan district winter schedule boats are maintaining their runs in very good shape, losing very little time in comparison to previous years.

D. W. Gibbs, who completed the 1920 season on the *Wm. G.*

Mather, is engaged by the Young Men's Christian Association of Cleveland teaching the radio art to prospective heroes of the key.

Little, Weckel and Jameson, semi-old timers of the commercial field, are keeping the 200 meter wave pretty well jammed in the region of Canton, U. S. A.

Applications for assignments to the various Great Lakes vessels are rolling in fast, and we expect a greater percentage of previously employed operators to return for a second and third year than ever before.

PACIFIC DIVISION

SAN FRANCISCO

THE month of January has proven a busy one for the San Francisco shop. Six complete installations were made, and considerable work done on three others which are not yet completed.

The steam-schooner *El Dorado* was fitted with a 240 cycle synchronous set and placed in charge of Holbert as operator. When last heard from, he was over a thousand miles south of San Francisco, bound for New Orleans.

Jim Caldwell left for Tampico and the east coast on the *M. F. Elliott*, a tanker built here for the Standard Oil Company of New Jersey, and equipt with a P-8-A set. The next tanker of the same company to leave for the east will be the *Thos. S. Wheeler* with Carl Heck as operator.

On January 22nd our chief operator reverted to brass-pound- ing and answering the question "Are you the Wireless?" The occasion was the trial trip of the new sea-going tug *Sea Lion*, the first of four of her type. The equipment is a half-kilowatt submarine set, but as the tug is really a small steamer, Frederick J. Clazie expects some excellent results from his new assignment, which is vice the *Santa Flavia*.

C. M. English seems to prefer motors to steam. He is transferred from the motorship *Ozmo* to the recently overhauled motorship *Nuuana* which has been re-equipt with a 120 cycle E-2 one-half kilowatt set.

Another departure for the east coast was that of A. D. War-nock on the *Crampton Anderson*, a new steamer built at the Moore Shipyards for the Pan-American petroleum Company.

John F. Steffen, after standing-by for a long, long time, is packed up awaiting the long-delayed sailing on the concrete tanker *Palo Alto*. The long wait badly bent, if it did not break John, but rumor has it that he took out a good-sized life insurance policy when he learned of his assignment.

Another patient waiter, when hope was almost lost, found it in

the Standard Oil Barge 91, which was re-commissioned January 12th, and carries G. E. Van Order.

During January, our list of unassigned and waiting numbered as high as fifty-four. We hope, however, that in the next issue of the *World Wide Wireless* we may state that C. C. White no longer occupies a seat in the waiting room.

SAN PEDRO

JANUARY was marked by the launching of the Union Oil tanker *Montebello* at the yards of the Southwestern Shipbuilding Company. This vessel, the first of a similar line, is of 12,000 tons, making it the largest hull to take the water at this plant. A sister ship, the *La Placentia*, will be launched some time in March. Both of these tankers will be equipt with new 2 kilowatt 500 cycle sets of this company, which makes the event of interest.

Elmer Osterhoud has been assigned to the *El Segundo*. His last sign was aboard the Barge 93, his berth there being filled by Raymond J. Cossar, a new man.

SEATTLE

BUSINESS conditions in general show signs of improvement in this district, although there are still a large number of unassigned operators on our waiting list. We believe that the next two months will show a marked improvement in all lines appertaining to shipping.

Herbert Scott, an old timer in our service, has decided to enter the University of Washington for a course in electrical engineering. In preparation, he is now doing special work at the local Y. M. C. A., and also instructing evening classes there.

Roy Woods, for five years operator-purser on the *Admiral Rodman* is now purser on the Admiral Line steamer *Spokane*. The *Spokane* is temporarily tied up, leaving Walter Mansfield among those awaiting assignment.

Roy Campbell wants to go South so badly that L. D. Evans now has his berth as second of the *Admiral Evans*.

Clarence Ahern, who for a long period was in charge of the set on the *Governor*, but who lately has been off wireless, is again back as operator-purser on the *Admiral Rodman*.

James E. Belling relieved Harold Huffman as junior on the *City of Seattle*.



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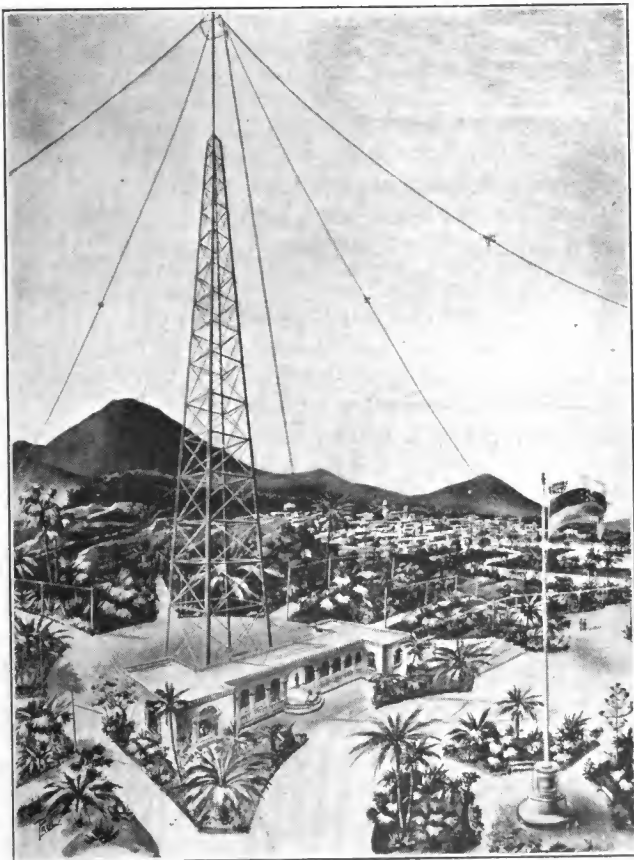
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BY AND FOR
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233 BROADWAY

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FRONTISPIECE

Our front page shows a view of the type of radio station designed by Radio Corporation engineers for low power communication work in tropical countries. These plants were recommended by the Radio Corporation of America for interior communication. The artist was furnished with the data connected with these propositions and he has turned out an illustration of the finished product. Note the highly tropical setting. An ideal place for Spanish speaking operators who wish to work and live in the land of siestas, señoritas and heavy static.

READ AND USE

IN a short story in one of the seven thousand odd "popular" magazines that grace the up-to-date news-stand I ran across this sentence: "A smart man isn't a man that knows everything, but a man who knows just enough about everything to get the rest of the information when needed." I believe that assertion carries the secret of efficiency. To know just where to put your eye, or your hand, on the bit of knowledge needed to take care of the problem of the moment—that is, to know the essentials or the principles and where to get the details—is to have made your reading and study and observation effective. It is humanly impossible for you to remember all you hear or read or see; even to attempt to memorize all the details of a single subject is a task for which few memories are fitted. But by judicious reading and close observation you may readily retain just enough about everything to know where to get the rest of it when you want it. When I was a lad at school an important part of the history lesson was to be able to stand before the class and reel off the names of all the English monarchs from—well, the first king, whoever he was, to the living ruler. The dates went with the names. Often since then I have thought of the tremendous waste of time and energy this memorizing involved, and I congratulate myself now that I have been able to forget most of it. If I want to know the name of a certain king and the years of his reign now, I know just where to find my book of dates or my history—and who ever is many yards from an encyclopaedia nowadays. In this day of reference books on every conceivable topic, we should devote our minds to the mastery of basic things, elements, principles, established laws, etc. If we burden memory with a mass of details, figures, dates, numbers, tables, rules, etc., we shall find ourselves severely handicapped when we attempt to do a bit of original thinking—the essential first step toward initiative. To be efficient you must be able to think quickly, logically, and accurately. The freer your mind is from non-essentials the better will you be able to think. Just aim to know enough about everything—about anything—to get the details when you need or want them.—*A. J. Fisher.*

AMERICA TO POLAND BY RADIO

A CONTRACT has been consummated between the Government of Poland and the Radio Corporation of America, which will bring about closer relations between the two countries.

After negotiations extending over a year, the announcement can now be made that the Radio Corporation will build at Warsaw the first American radio station. Cable communications, handled previously by relays through France or England or Germany, established the arbitrary distance of four or five days between Poland and the United States. The American radio station will remove this distance, providing direct and instant communication between the two countries.

This new and powerful station at Warsaw, the heart of Europe, will give to Poland free and independent communication with the United States. The Warsaw station will be one of the largest in the world, and the Radio Corporation of America, as part of the agreement, will provide equivalent facilities for the receiving and sending of messages on this side. The station in Poland will be equipped with Alexanderson machines, built by the General Electric Company, the same as now installed and operating in the transoceanic stations of the Radio Corporation in the United States.

With the rates for radio messages lower than by cable, with the present relays and delays eliminated, there will be encouragement to frequent communications, social as well as commercial. It is very gratifying to be able to make an announcement which gives such assurance of closer bonds of sympathy and understanding between the two countries.

ALL ONE-SIDED

A lady was in a great hurry to get an important telephone message through, and went into a drug store where she found the booth occupied. She waited for the gentleman five minutes and getting impatient, stood nearer where she could observe him more closely and could see if he seemed to be near the point of hanging up. He stood perfectly quiet, not saying a word. She waited another five minutes and he still stood there saying nothing. After another five minutes' wait, being somewhat desperate, she said to him:

"Pardon me; I am in a great hurry and as you do not seem to get your party, will you allow me to use the telephone a moment?"

The gentleman said: "Oh, I have my party; I am talking with my wife."

EUROPEAN RELIEF AND THE PART PLAYED BY RADIOCORP FOLKS

By P. H. B.

THE committee having charge of collecting contributions for the relief of starving children in eastern and central Europe reports that the local work of the Codes and Cables Committee, of which our President is chairman, is now concluded. The total amount contributed by Radiocorp employees is \$1,100.

This sum has been forwarded to Mr. Hoover and will be used by the European Relief Council to save the lives of starving children. Since it has been estimated that it will require \$10.00 to save one child until harvest time, the above sum indicates that Radiocorp men and women have saved 110 lives! This is indeed a most commendable act and is one which we should all be mighty proud of. Something like 360 of our people have contributed to this cause.

"It is highly gratifying to see the splendid way in which the members of our force have responded to this call. I wish I might thank them all in person for their interest," said Mr. Nally when he was presented with these facts shortly after his return from Europe.

There were four original appeals for assistance received from central Europe, among which was one from the Austrian Board of Telegraphs. These have been forwarded to Mr. Herbert Hoover and he has written us that an appropriate number of food drafts will be sent to each case in the name of the Radio Corporation of America.

The following list shows the contributions received from various branches of our organization:

Executive Offices	\$532.50
Research Department	179.50
M. R. I. Division	71.50
Transoceanic Division	60.50
Gulf Division	50.00
Ship Operators reporting at New York	39.00
Ship Operators reporting at Boston	35.00
Staff at Chatham, Mass.	28.00
" " Savannah	26.00
" " Cleveland	20.00
" " Tuckerton, N. J.	20.00
" " Philadelphia	18.00
" " Belmar	17.00
" " Baltimore	3.00

Total, \$1,100.00

THE KLAMATH DISASTER

By Bernard W. LaFetra, Senior operator

THE wooden steam schooner *Klamath*, 900 tons, left San Francisco in ballast for Portland on February 4th in the teeth of a howling northwest gale. Eighteen hours after leaving, at half past three in the morning, we were helplessly ashore at a point estimated to be 50 miles north of Point Reyes. The gale blew approximately 90 miles an hour, a heavy rain adding to our misery, and with the bumping and crashing of the vessel on the rocks amid the breaking and roaring of the surf, our precarious position may, with the aid of your imagination, almost be pictured.

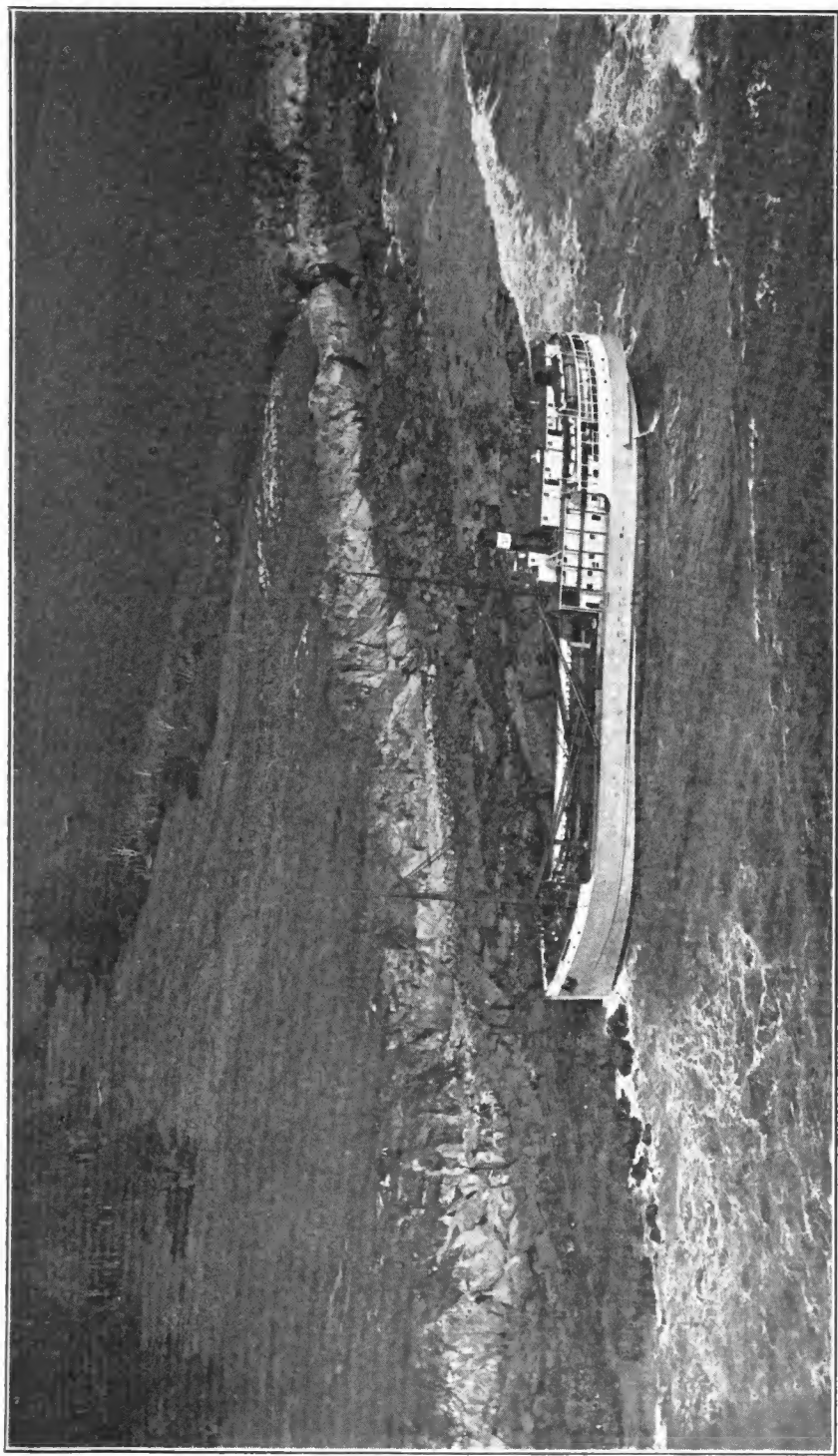
Relieving the junior operator, Frederick Wilmhurst, I sent the S O S signal on receipt of Captain Jamieson's orders. Reply was received immediately from the Radio Corporation coastal station at Marshall (KPH) and he in turn communicated our plight to the steamer *Curacao* then about twenty miles north of us. No coast lights being visible through the blinding rain storm and realizing that no time should be lost as our aerial was liable to be blown down any moment, our true position was plotted by Radio compass, a bearing being obtained from the Point Reyes, Bird Island and Point Montara stations. By aid of these bearings, the *Curacao* was able to locate us, but on account of the heavy seas and our being in shallow water was unable to render any but radio assistance.

When the vessel struck, the main dynamo was immediately rendered useless, and the ship's lights and radio were at once placed on the emergency storage batteries. Operating conditions were not improved by the heavy rain which poured through cracks in the bulkhead, which opened when the vessel struck, and the howling of the wind and pitching of the doomed craft in the surf.

While I was busy establishing communication with the outside, my junior operator performed valuable service conveying dispatches between the bridge and radio room. He also obtained two life-preservers (a thing which I had not even thought of) and we strapped them on, making ready for the final plunge, which was expected any moment.

Daylight found the *Klamath* close in to shore, wedged between large rocks, the passengers and crew ashore by aid of the breeches-buoy, our aerial down and the steamer *Curacao* lying off shore, attempting to signal us by semaphore. We signaled back "ALL SAFE" and were gratified to learn later on that our message was forwarded to San Francisco. Dispatches were also sent to San Francisco for a tug, believing the *Klamath* might be pulled off the rocks.

Checking over the passengers and crew one man was found to be missing, whereupon volunteers were called for to return and



search for him. To our amazement the missing man was found sitting comfortably in his cabin smoking his pipe, and quite provoked at being disturbed. He said he thought it best to remain aboard, although he had been told by the sailors to go ashore with the others. What it was and where he got it now puzzles everybody.

The wind had now somewhat abated and my partner and I, returning to the wreck, fixed the aerial and established communication with the *Curacao*, "KPH" and the Tug *Sea Lion*, the last rushing to our aid. A message was dispatched to the Chas. R. McCormick Co. in San Francisco, owners of the *Klamath*, giving full particulars of the disaster. A reply was received later containing instructions to our Captain. This was the last time the apparatus was used.

In the meantime stores and provisions were removed from the vessel to a nearby farmhouse, where passengers and crew were comfortably provided for. While this was going on two airplanes hovered about the wreck, presumably to obtain pictures, and flew south in the direction of the city.

While the salvaging of stores and supplies was going on it occurred to me I might save the wireless apparatus, and after receiving the necessary permission from Captain Brown, in charge of the salvaging operations, the entire apparatus, including motor generator, tuner and panel, were transferred safely ashore via the breeches-buoy method, and stored at a farm house nearby. After the wireless apparatus was removed and placed in storage I felt my presence unnecessary and was about to request permission to leave for home, but to my surprise Captain Brown selected me, along with six husky sailors, to complete salvage operations before the vessel should go to pieces. I must admit that I felt puffed up over his selection of me, a wireless operator, to really be of use in connection with such important work.

Well, after a hike of 20 miles our party made connections with a home-bound train, where, upon arrival, I found that I didn't even have a pair of shoes really my own; but I am mighty glad to be able to look forward to another assignment which I hope will not terminate as did the unfortunate *Klamath*.

A WONDERFUL THING

Enthusiasm is the dynamics of your personality. Without it, whatever abilities you may possess lie dormant. You may have knowledge, sound judgment, good reasoning faculties; but no one will know it, until you discover how to put your heart into thought and action. A wonderful thing is this quality which we call enthusiasm. If you would like to be a power among men, cultivate it; you will escape the dull routine of mechanical existence and you will make headway wherever you are.—*J. Ogden Armour*.

TACKLING THE WRONG TOM CAT

A man he owned a terrier dorg,
A bob-tailed, onery cuss,
And that there dorg got that there man
In many an ugly muss.
For the man was on his muscle
And the dog was on his bite,
So to kick that dorg-goned animile
Was sure to raise a fight.

A woman owned a Thomas cat
That fit at fifteen pound,
And other cats got up and slid
When that thin cat was round.
The man and his dorg came along one day
Where the woman she did dwell,
And the purp, he growled ferociously
And went for that cat.

He tried to chaw the neck of the cat,
But the cat, he wouldn't be chawed,
So he lit on the back of hat there dorg
And clawed, and clawed, and clawed.
Oh, the hair it flewed, and the purp he yowled
As the claws went into his hide,
And the chunks of flesh were peeled from his side
Till he flummuxed and kicked and died.

The man he ripped and cussed and swore
As he gathered a big brick bat,
That he would be durned essentially
If he didn't kill that cat.
But the woman allowed she'd be blessed if he did,
And she snatched up an old shot gun,
Which she fired and peppered his diaphragm
With bird shot, number one.

They toted him home on a window blind,
And the doctor carved him up,
But he never was known to fight again,
Or to own another pup.
Folks may turn up their snoots at this here rhyme,
I don't care a cuss for that.
All I want to show is that fighting dorgs
May tackle the wrong Tom cat.

TO AVOID INDIGESTION

1. Eat slowly.
 2. Chew each mouthful of food many times.
 3. Don't eat too much, or experiment with strange culinary combinations.
 4. Avoid hot breads, fried fruits, an excess of pastry, or sweets.
 5. Don't take violent exercise or do hard work, mentally or physically, immediately after a heavy meal.
 6. Keep your teeth clean and repaired.
- If you feel no better after you have followed these rules, consult a physician.—*Telephone Review*.
-

SWAT THE FLY

OUR medical friends give us timely warning of the danger to our health of the house fly and urge us to swat the fly earlier and more vigorously this year than ever before.

Great progress has been made in the destruction of the fly, due largely to the campaigns which have been waged by boards of health and physicians. It is something, however, that requires the individual interest and effort of every citizen of the community.

If you adhere rigidly to all the rules of the game and keep your premises clean and well screened, a large measure of your precaution is lost if your neighbor is careless in this respect. It is important, therefore, that you watch your own place and also discourage promptly carelessness on the part of others that is likely to undo your good work.

NEW YORK CITY OFFICE

According to rough figures and Mr. Chadwick's enthusiasm, February was a splendid month, notwithstanding many difficulties and not too favorable conditions.

We have been receiving direct from MUU considerably of late, much to the surprise of the Belmar boys, several of whom have recently married and have just started (with leases on hand) wondering what the next surprise will be.

Senters had a fortnight's vacation; said he spent it all but one day at Atlantic City; but as we did not see him during that time, cannot dispute his assertion.

James N. Leslie, of the Examining department, according to the *Evening World* of March 4th, was one of the principals in a secret marriage which took place on February 20th. His bride being the daughter of Brigadier General Woodward and Mrs. Woodward, of 281 Sanford Avenue, Flushing. As Mr. Leslie has put forward no denial and says he is still at Pennsylvania Hotel, it

looks as if papa has not quite cooled off. Well, we wish them luck and hope their venture will turn out satisfactorily.

Woodruff was transferred from Belmar and is in the Error department.

Mike Svendsen prevailed on his brother to join the company and he is now with us in the Examining department.

McNamara is now assisting Sheehy in the RQ department.

Miss Hayden, telephone operator, lost her mother, who died after a short illness. The boys as a mark of sympathy sent a floral wreath.

There were quite a number of absentees during February due to attacks of grip.

Miss Helen Tour, of the Abstract, has been confined to her bed for over a week. An observing person noticed one of the staff making purchases of roses in a florist's near her address, and that the same roses were seen on a table in her room.

W. Leslie has again returned to the fold after an absence of about two months.

Mr. Otten has been appointed acting supervisor.

A wise old owl sat in an oak:

The more he heard, the less he spoke:

The less he spoke, the more he heard:

We all should be like that wise old bird.

TUCKERTON

WE don't write much, nor we don't write often. However, everything comes to life in the Month of May and we do not want to be an exception, so:

With set No. 1 doing business, set No. 2 being installed, six new towers erected and the second antenna soon to be constructed, we are beginning to believe ours a regular station. In fact we know it, and that isn't all we know; for instance:

We know that the earth's magnetic center is midway between New Bedford, Mass., and Brooklyn, N. Y., for at specified intervals (possibly controlled by the moon) Alex Patten and Doc Usselman are drawn with irresistible force to the above-named places respectively.

Smith says, according to the new magnetic center, our compass needs calibratin', for he thinks she is out about 9 points west.

Spring has come, and along with it has come the knowledge that we have a genius in our midst in the person of our construction man, Aird. While touring the meadows around the station our Engineer-in-Charge came across a mosquito astride one of the poles of our overhead ground system and sucking the sap from the same for all he was worth. Though this may appear a trivial matter to the ordinary layman it is by no means so, for, when mosquitos

become numerous (as they are prone to do hereabouts) the poles will be sucked absolutely devoid of sap, thereby becoming very brittle and apt to snap off at any time, carrying the overhead ground wire system down with them. This disaster would cause inestimable delay and expense to our company. And now, Mr. Aird, after struggling night and day with this paramount problem for over a week has determined that, by loading a tank on Machinist Buelow's back and giving him a hand pump he can spray the whole 900 poles with citronella in six days. Thus, due to the ingenuity of our man Aird a disaster has been averted, and our ground wire system shall not be ravaged.

Will someone kindly ask Mr. Rossi why he removed his boots from TU? We know New York is "wet," but we at least thought it was above sea level.

Aird claims he is going to raise a racket over our tennis court this summer, but until he does our most popular pastime will remain discovering mosquito ditches. Mr. Usselman and Shift Engineer Larkin hold equal honors at the present writing, each having discovered two ditches in one day. When it comes to canals, Venice has nothing on us.

Shift Engineer Mousley has bought an Overland car. The only reason we put this in is that we would appreciate a ride to Atlantic City some balmy Sunday afternoon.



TUCKERTON
HIGHEST STRUCTURE IN AMERICA,
850 FT.

This spring weather has an awful grip on the young bucks on the station staff. Of course this doesn't include Smith or Aird.

Do any of you know Joe? Joe can eat more, sleep more and *work*; he can do more work than any six men on any other station. Joe Parker, people, is our man of men. And his strength doesn't lay in his hair, either, for Joe is bald headed.

Assistant Machinist Mott has brought to our attention the fact that the station fliv has give ol Man Economy an awful wallop. Equipped with two carburetors in series, Never Slip brake lining, weed chains, a can each of carbon remover and radiator cement, she is operating at a total cost of 12½ cents a day, not including his wages, of course.

TU is doomed for a great future.



OFFICE BUILDING—TUCKERTON

MARION

SHIFT Engineer McGeorge has lately invented a high frequency wind jammer, according to the talk heard about the switchboard gallery. It seems that Mac has difficulty in determining which way the wind is blowing when it comes time for him to enter this important fact upon the daily log. So he sat himself down and carved out a massive arrow, which he mounted on a bearing and surrounded with a tin can similar to the well-known brand of automobiles. Mac's jitney differs slightly, though, due to the fact that four perfectly good contacts, or maybe it's eight, I don't know, are mounted in under this tin can, and on the gallery he has installed an indicator with the four directions thereon. To see which way the wind is blowing, all that is necessary is to turn the switch on and down comes your indicator to tell the tale.

The work of the General Electric Company here is about finished and another month will probably see us all by our lonesome once more. We have certainly enjoyed these men, that have been here with us from time to time, and it is with sincere regret that we see them leaving us for good. We will say one thing, they sure

can set up machines and make them work. The little ole alternator certainly beats the old breadcutter we had in here before.

We see by the paper that Chatham wants to play basketball with us. We're sorry, boys, but we haven't got enough men here to get up a team since old man economy visited us. Tell you what we'll do, though—what do you say to a nice little game of tiddle de winks? Or, if this is too rough, you might call on Mr. Clifton. He's just scratchin' to play any six of you a little game of tennis.

Somebody's always pulling the rope around here since our old friend Hammond started the game, and this time it was our Chief Rigger who pulled the rope and hoisted the most beautiful cute little six hundred meter Antenna into place that you ever saw. There was at least forty-nine feet in the three wires that it contained. Jim should have known better. We had to have someone to blame because the blame blankety busted bloomin' thing wouldn't work when Chatham pushed the key and tried to hear what it sounded like. Chatham thought we were kidding him when we told him he was sending V's on it. He couldn't hear it and advised in very strong terms what he thought of us and the set, and gave very explicit directions as to just where to throw the whole outfit. It's still here and Jim has made the antenna safe for the democrats, and we await anxiously while a couple of bulbs are tried out down Chatham way and the set is finally installed permanently somewhere between here and Chatham, along the path of our control wires, and is operated by a few real "Go to it and get the business" old-time Marconi operators right in the station, and not pushing a key at the other end of fifty miles of iron wire. There was enough induced current in that cute little antenna from the big set to light seventeen arc lights. You mix this up with a few good strokes of summer lightning that takes all the little fuses out for a walk on the control lines between here and Chatham and the set is liable to talk Dutch.

Some playful youth who was rather impatient hung a sign on this six hundred meter panel set which read as follows: "For sale cheap, one five hundred cycle panel set complete with antenna, or will swap for a good Ford spark coil." Despite the fact that Mr. Stevens picked the sign off the set, he smiled.

Alternator Attendant White reports that spring is coming. He says that the other night he heard two sixty-cycle bull-frogs carrying on communication on a short wave in our spray pond.

By the sound of the contactors here, this Chatham-Marion circuit is certainly tearing through a big pile of traffic. There is hardly a minute of the day or night but what the keys are busily clicking away.

Shift Engineer McGeorge is now studying the problem of construction of two hundred-metre sets. He will set one up in

his room at the hotel, and the other we opine will be located over in Mattapoisett, a neighboring town where one of the gentle sex will charge the air with sweet nothings. Let it be said, that Mac's right there when it comes to picking a winner, for his operator friend is none other than a fair young lady who has lately been in the drafting department of one of the prominent manufacturers of quenched gaps. Needless to say the two sets will make use of quenched gaps. Mac feels that it's going to be a hard job to keep some of the would-be amateurs at the hotel away from his set while he is on duty over at the power house.

Speedo's back yard wireless, as Curtis was wont to call it, came into prominence lately in a couple of ways. First of all, it was honored by a visit from Mr. Stevens, of the Marine department, who admires the antenna system, which contains over two thousand feet of seven strand number twenty-two wire. Besides Mr. Stevens, the station was further honored by a visit from Messrs. Beach, Kroger and Nicholls from the New York and Boston offices respectively. The second occasion of prominence was when communication was established with Colorado Springs, Colorado, which is more than half way across the United States.

If any of the officials of the company should happen to get a beautiful work of art through the mails in place of the usual letter you can put it down as coming from the Engineer-in-charge's clerk, Royal Vermilya. Possibly we can submit a drawing to our magazine at some future date for consideration of the gang as to his abilities. We'll say he is there.

Shift Engineer Sparks has completed the overhauling of his car, and is once again happy and smiling. Great weather for the cars, and it is our regret that we cannot all have one of these pleasure producers.

Marion held another of its successful dances during the last month and needless to say all had a wonderfully pleasant evening.

Assistant Engineer-in-Charge Cumming has thrust aside his thoughts of radio and the power house during the time our dances are in progress, and his wife, who is quite an expert in the art, is teaching him to dance. Mrs. Cumming is noticeably a favorite at our dances.

CHATHAM

Some speed to the boys at this station. We have five cars in the garage belonging to Messrs. Moore, Heiser, Roberts, Rigby, Eskridge and Lynch, and Sonny Wood has a kiddy-kar, a sulky and a perambulator. All there in addition to the company Ford.

G. R. Best is spending a few days in Bar Harbor.

D. L. Higginbotham breaks all distance records. He took the trip from Chatham to Bar Harbor to attend a dancing party. It

only set him back the equivalent of eighty hours overtime to make the trip. Of course, that's a mere trifle to spend to go to a dance.

T. B. Eskridge spent a few days at his home in Delaware.

Roberts is already trying to break all speed records. With his powerful Paige Six he is burning up the roads. Having spent several years in the British Air Service during the World war he is not satisfied with less than seventy miles an hour. We dislike prophesying, but have a feeling that he is some day going to try to climb an unclimbable telephone pole with his car. It can't be done, Roberts—many have tried it to their sorrow and generally the sorrow of their relatives.

The Static Club has just purchased a twenty-three foot sailing boat, which is soon to be christened with Cape Cod clam water. It's some boat, though, and should be the means of many an enjoyable party during the summer season.

The basketball team has won all its games since the last writing and is confidently looking forward to its coming game with the Plymouth five, one of the best teams in Massachusetts.

Coffman has been much bothered with a skunk in the cellar of his house. For nearly a week he has endeavored to capture the animal, without any success. Matters have now reached a stage where either Coffman or the skunk must vacate, and as the skunk refuses to compromise, it's up to Coffman to do the exit act.

On account of the large number of automobiles on the station, it wouldn't be a bad idea for some member of the staff to secure an agency for auto supplies and accessories.

Although we live like prosperous kings here at Chatham, our mess rate during the past month only amounted to twenty-five cents per meal, which is an exceptional showing. This can be attributed in a large measure to the efficient business methods of Mess President Flood. Perhaps you have heard it rumored that we live exclusively on fish and stews. Don't believe it for a minute. The healthy condition of the staff proves the contrary. The food served here has a reputation for making the big men small and the small men big.

Although inconvenienced by the operating building changes, we are still handling considerable traffic and expect to do much better as soon as the changes are completed.

We have read with interest of the wonderful results obtained at Riverhead, but no kidding, fellows—do you really think you can keep up with Chatham? You must remember that at the present time our apparatus is only temporarily arranged and the wiring looks like a deserted grapevine, but just wait—how long we do not know—until we get our new equipment. Then watch our speed.

The Static Club is to conduct a Dance and Whist Party on the evening of March 18th in the hotel. We are looking forward to a pleasant evening.

We extend a hearty welcome to Messrs. Bauer, Brownlie, Eastman, Foy, Carlton, Golder, Titow, McElroy, Hasdell.

During the month we had visit us Messrs. C. H. Taylor, D. Sarnoff, T. M. Stevens and F. Kroger.

We are now getting some typical Cape Cod weather, mild and pleasant.

NEW BRUNSWICK

WHEN it comes to handling flivvers, Smalley can sure do that little thing. We think he holds the record for speed around these parts, but since he became official chauffeur of the station we know he holds the other trophy also.

Alternator unit No. 1, after having been completely overhauled is assembled and will soon be ready to sing its merry tune across the Atlantic once more; then for the alterations of unit No. 2.

W. Teusch, who has been recently added to our staff, vice King, is sure an all-around man; his duties consist of gardener, janitor, mechanic, ice machine expert, fireman and tonsorial artist to our grass and shrubs; outside of that he has nothing to do.



14 INCHES AT NEW BRUNSWICK

Oh Me! Oh My! they must be busy in Bolinas, or a happy bride is taking up much of the time of our former Assistant Engineer, Mr. Bollinger; now, old man, when you read this, remember how easy it was to write that address in Schenectady on those cute pink envelopes; well, it's just as easy to write New Brunswick, only possibly not so attractive. By the way, old top, the jitney is still in operation.

Our latest news is that our old friend and associate, Mr. Finch, is going to join Mr. Eschleman at Kahuku; that will be a happy reunion when these two bachelors get together. Our only fear is that they may bring back with them a ukelele better half, for the dolls out there are sure attractive; our best wishes and

good luck goes with you on your long journey and work. Take a tip from the above paragraph to Mr. Bollinger and let us know how things are out that way.

Things seem to have changed around here in general. Possibly it is due to the increased responsibilities that have been placed on the staff, or spring time coming on. Mr. Jordan has a new Studebaker, Canning a Ford and our Engineer-in-Charge still pushes his perambulator.

The General Electric bunch are going like a million dollars, and by the time you read this we will have old number one set back in operation.

BOLINAS

Our new Engineer-in-Charge, Mr. Bollinger, and his wife, arrived at the station on a typical California winter day, with a few extras thrown in for good measure. Both Mr. and Mrs. Bollinger expressed themselves freely about our sunny (?) California. We all join in wishing them a hearty welcome and sincerely hope they will grow to like the state, and particularly the immediate vicinity, as the months go by.

Through the kindness of the Radio Corporation we recently received an addition to our library in the shape of a number of the latest books on Radio and Electrical engineering, and the way they are being read shows that they are filling a long felt want and are highly appreciated.

Everybody is watching with interest the installation of the new alternator, and although we have all become very much attached to our most efficient spark set we are looking forward to the day when the alternator will be in operation. Messrs. W. V. Murphy, A. O. Sachse, F. H. Beckenbach, M. A. Snyder, H. E. Feathers, W. C. Stack, S. E. Lewis and E. L. Marsh, of the General Electric Company, are here installing the alternator.

Shift Engineer Bransch brought his family out from the east last month, so he moved to the village of Bolinas, and to make the family circle complete he bought a Ford, and from its appear-



OCEAN TO THE LEFT—BOLINAS

ance it is the most elderly of the family.

Early in the month of January Shift Engineer Havel moved to the village, his wife moved over from San Francisco and they bought a Ford!

Both Bransch and Havel are still strong for the Lizzies, but they say it is a terrible long walk from town especially when it is raining.

We have with us the only genuine Siberian clam hound in captivity. Dynamo tender Abbot has been keeping us supplied with clam chowder, steamed clams and clam fritters for the past month, and he is now perfecting a microphone with which he claims to be able to hear the clams wiggle in their shell, thus doing away with the trouble of hunting for them.



ENGINEER'S COTTAGE—BOLINAS

MARSHALL

COCKO! Skabootch! Straw Hat! Six Words! etc., otherwise known as greetings from the windy city. Standby, gentlemen brass pounders, for about six thousand words, cuz I'm all primed up after our big dance; the coming of the Yatchet Club; arrivals, departures, etc.

Everything is sittin' pretty since last we were quoted in these columns and a few changes in staff comprise: Gavin Burns leaving for Kokohead, whose place was filled by Paul Welke, whom we all welcome, and also wish Mr. Burns all the luck in the world. L. E. Nichols, otherwise known as "Now Joe," was booked for the Cannibal Isles, but is back with us to stay, which pleases all very much. Mr. Humphreys, a new addition to the operating staff, hails from S. F. Navy station and says that so far all is Jake on the campus with him. So much for the newcomers, and now, Ah! now, the Yatchet Club.

Little would one think or ever dream that a mere common radio man could be the proud possessor of a real yacht; but, yea,

brother, so it is at Marshall. Commodore MacDonald, the proud possessor of the S.S. *Crummy Liz*, reports all well on the quarter deck and claims the bay has been a little too dusty for any cruising lately, which statement is backed up by Captain Martinelli, owner of the S.S. *Dirty Dora*, a magnificent little craft of twelve feet and dual propulsion, between wind and motor kicker. It is rumored that the S.S. *Dirty Dora* is in the hands of a receiver, namely Ray Walling, who has been giving her his careful once-over for a probable sale in the near future. Billy de Pep still gives us light and heat, God bless him; and also first hand info' on yachting and the like.

Bill Schneid reports everything in first class shape in Gasoline Alley and quotes the riot act to the County Superintendent of Roads no less than thrice a week. "Kenooooooooota" Peterson says "The mid trick is easy pickin's," but, nevertheless, he don't seem to register very much about twelve each night. Franklin "Wood-beauty" Shaw argues all is sittin' heavy on the six hnd meet-er set and claims you east coast ops, that come around here on various craft, got "da wrong impress" of west coast brass pounders. Note—This is result of several battles, and we wish to quote that smart, bright little chap, who, the other evening, said: "The master reserves the right to send his position at any time he prefers," after he had tried to make his TR at seven P. M. instead of eight P. M. and then indignantly called S. F. Naval station when we refused and finally very sweetly called us again and asked us to excuse him as he wasn't used to west coast regulations. Motto: Arrange yourself to the environment. Tony Gerhard, otherwise known as Tony da Champ, as usual doesn't put out very much, which confirms our usual belief that he knows a h—l of a lot. Now! let's see; any more before that dance, Brother, we're just raring to go on that episode.

Brother Operators, Officials, Stenographers, Installation Gang, Engineers, etc. We are here to state that the Marshall Radio station threw the most beautiful little wax floor campaign the other evening, Saturday, February twelfth, that was ever recorded in history. The ball room was most artistically decorated in valentine form with many pretty greens, etc. The music was old King Jazz himself, and the good punch and eats, plus a wonderful merry little crowd told the tale of a wonderful party. The shuffling started promptly at nine P. M. and climaxed at three-thirty, if we remember correctly. Mr. Isbell, our General Superintendent, with Mrs. Isbell, were in attendance, and will vouch for the above.

As the transportation is and always has been poor to the station, we mean to testify that this hotel resembled the St. Francis on any occasion. At least eighty-five people were in attendance, of which over half parked their weary frames in the hotel over

night. Although four operators were on duty at the "sweat shop," all managed to get in on most of the party, and the result is a big smashing victory for the Marshall Radio station. As the writer was pounding brass the next day at eight A. M. sharp, he cannot vouch for the good time had the next day, but from all reports it was equally as good as the dance.

Around midnight, on February the fourth, the S.S. *Klamath*, bound up the coast for Portland and way ports, went on the rocks about sixty miles north of Point Reyes. The exact time of disaster was not known, but at 2:02 A. M. her calls for assistance were picked up here on the KPH circuit. It is quite interesting to know that of the many, many radio stations on the coast, not to say the numerous vessels, KPH was the first to pick up the S. O. S. Action was immediately taken and Mr. Isbell was promptly called, while aid was sent for. In a short while one or two vessels were standing by as closely as possible, which was at some distance as the sea was running high and a violent gale was in evidence. On the following day two tugs arrived from San Francisco and commenced salvage operations. It is pleasing to mention that the operator on the *Klamath* performed his duties in first class shape and never at any time during the mishap was there the slightest evidence of any excitement, with none the less credit due the KPH operators who stood by constantly and gave regular land-line service. While it is not our aim to cast any aspersions on either apparatus or ability of operators at the other numerous stations, we believe it is merely a strange coincidence that KPH was the first and only station to intercept the S. O. S.

SAN FRANCISCO CITY OFFICE

WE have been very delinquent in news from this locality but, on the other hand, these have been hustling times, and a glance at our financial reports for the past year would reveal how busy we have been. With the Oriental markets almost totally demoralized since last April and May, we have had to ferret out much of the Japanese traffic, gradually building up the daily average of words which fell to a minimum during September. January eclipsed all previous records since the opening in March.

The trans-pacific and marine circuits have been moving the traffic for us in a very satisfactory manner for the past six months considering the equipment still being used. When they throw the juice on the alternators it will take more than a speedometer to keep pace with them.

But even now, with the spark equipment, our patrons in San Francisco receive messages from Japan one day ahead of the San Francisco date. However, it is not expected that the alternators will improve upon speed of the sun.

"Second-sight" Peterson, our diplomatic counter clerk, has taken on a lot of servicing lately and he challenges anybody in the outfit to a speed contest of accepting, checking and rating messages with the left hand while the right is busy, on a "built-like-a-battle-ship" Oliver, typing services. Pete can almost smell a double word at six feet, but Jackson, one of the brass pounders, has a black-board over near the quad table, and whenever Pete fails to check a radio properly Jack just naturally chalks up one for the boy who can see around corners.

Pete worries Bob Malcolm, the cashier, however, by always having the cash drawer two or three pennies over or short, and then he and Bob fuss around about an hour and a half on Form 147, and when they finally discover that Pete put down a 4 for a 7, they've both missed the 5:15, and then they stay over and have breakfast.

All you have to do to get the Boss's goat is to ask him when the partitions will be removed and the new delivery desk in. We don't use that kind of language, do we, Ed. old man, or we would tell you just what he says.

Nic Nichols and old Jawn Hauselt are still hacking away at the key, and sometimes the strings between here and Marshall get mighty hot.

"Bill" Conway, our chief bookkeeper, has moved his harem to more spacious quarters in room 17. Mrs. Emrick, the young lady who handles the marine abstracts, says that she hopes by next Christmas those fellows over in Berne will get busy and let us have some dope on ships. A steamer reaches San Francisco and nobody owns her, nobody operates her, nobody ever put a wireless equipment on her—in fact she just AIN'T, that's all! But what we'd like to know is—"How come this radio from her? Yes, Sir! How come?"

Miss Hamilton, Sadie McLoone and Edna Newsham are all moving along at a good lick getting the stuff down on paper so our good friend Mr. Ross can see how it shows up in dollars and cents.

And say, Boy! If you ever want to see how to handle a squad a bicycle speed kings you want to drop down at 300 California Street and watch Fazzio, Hood and Perez, commonly known as the Louie-Dutch-Marcus trio.

"Here! Number 5! Get this Anglo Bank!——Back already! How many y'got?——What! Y'haven't started yet? Gee! I thought y'wuz back by this time. Shake a little grease into yer joints. D'ye think them people want to keep open all night? They like to get home to the wife and kids! Number 4! Come on, step lively. Take this around to Sutro and don't fall into bed on yer way over. Stock biz! Gotta get them shares sold today! Come on, number 8, whatsamatter, yuh tired? Hop down to Mat-

son! They got a rush! There, take these blanks along! Next!"

Little Mary Horton, the Boss's secretary, has taken on the side line of registrations. She can talk two-fifty of anybody's good gold right out of his pocket. You never get ahead of Mary for more than a minute at a time, and she can simply annihilate correspondence. G. dictates his letters, walks back to his desk, sits down and signs 'em.

Myrt Sabatino, our "Hello-girl," fell in for a lot of graft around Christmas, but they say she gives them service. She had a few additional locals and trunks put in on the board since the last time you heard from us, which shows we are even growing on the telephone board. Our Japanese patrons insist that Myrt understands their language.

Wm. Thacker, an old time "bucket shop" operator, has relieved A. E. Hayes, as second trick counter clerk. It cost Bill eighty cents to learn that the prefix CLT is counted and charged for in lettergrams. Here's hoping he will remain with the family for several years.

Outside of the foregoing everything is Jake in S. F. We are itching, of course, to have the new units at Bolinas get into action and give us a chance at some new territory. From the writer's observations, San Francisco can, and will, offer us a considerable amount of traffic for central and western Europe, Central and South America, China, Australia, the Philippines, India and the Dutch East Indies. In fact we have had to turn down a lot of messages for points in the Orient not yet covered by our system. A direct wire to New York would also look good to us.

3:55 the morning of Feb. 22nd K. P. H. again demonstrated that the operators of the Radio Corporation are always on the job, for they picked up an S. O. S. from the steamer *Alaskan* bound from the East Coast to San Francisco, which had at that moment gone ashore on the Asuncion Islands, about 1,000 miles out of San Francisco, off the Mexican Coast. K. P. H. was the only station to get the S. O. S., although the Naval stations at San Diego and San Pedro were 500 miles nearer.

HEAD OFFICE NOTES

President Nally arrived from Europe on the *Imperator* recently, accompanied by Mrs. Nally and Mr. Schmidt, his secretary, all in good health, after an absence of about six weeks. They visited England, France, Belgium and Germany.

Mr. E. F. W. Alexanderson, Chief Engineer, who accompanied the president on his trip, left him in Berlin and went to Stockholm to visit his parents.

Superintendent Barsby, of Belmar station, recently took his family to his old home in England, where he will leave them for the summer. He is now on the way back.

Mr. R. N. Barrington, Engineer of the British Marconi Company, who has been in America several weeks looking over Radio matters, sailed for home on the *Imperator* March twelfth. Mr. Barrington installed the Norwegian station at Stavanger.

Mr. W. A. Winterbottom, traffic manager, has returned from a brief inspection of the Pacific coast station. He stopped off for a look at the Grand Canyon.

General Superintendent Pillsbury recently visited the Cape Cod stations.

Mr. G. S. De Sousa, Treasurer, and Mr. David Sarnoff, Commercial Manager, have returned from a week-end visit to Atlantic City.

Mr. Roy A. Weagant, consulting engineer, accompanied by his family, has returned from a brief sojourn at Nassau, B. W. I.

Mr. Alex E. Reoch recently made a visit of inspection to N. Y. Radio Central station on Long Island.

Mr. W. A. Graham, Operating Engineer, has returned from Tuckerton.

Mr. David Sarnoff, Commercial Manager, accompanied by Mr. G. Harold Porter, General Superintendent of Marine division, and Mr. T. M. Stevens, Assistant Superintendent, recently visited the high power stations at Marion and Chatham, Mass.

Mr. William Brown, assistant to the president, has returned from Washington.

Mr. George S. Davis, who is prominent in wireless circles, has been elected a director of the Radio Corporation of America. Mr. Davis is President of the Wireless Specialty Company, General Manager of the Tropical Radio Telegraph Company, and is in charge of the wireless activities of the United Fruit Company.

Mr. Charles J. Ross, Comptroller, accompanied by Mrs. Ross, sailed on the *Calamares*, of the United Fruit Line, March 26th, for Havana. They will visit various places of interest on the island.

Miss Kennelly, of the president's office, is recovering from a protracted illness of several months. She has been greatly missed by her associates.

EASTERN DIVISION

NEW YORK

TWO items of interest in the line of handling traffic are to be noted from the working of the S.S. *Porto Rico* and the S.S. *Huron*, both Shipping Board passenger vessels operated by this Company. The Chief Operator of the *Porto Rico* reports that his ship, which is on the run to Porto Rico, is in constant commu-

nication with New York throughout the whole voyage to San Juan and around the Island and return to New York.

The Chief Operator of the S.S. *Huron*, which is running to South America in the service of the Munson Line, reports that when 2,400 miles south of Ambrose Channel, the ship station was in communication with New York, Maranhão, Brazil, Cape San Thome, Brazil and Curacao, and that the following stations were heard sending press throughout the entire voyage: Annapolis, Lyons and Bordeaux, France, and San Francisco. Operator Giles also states that C W A (the station at Montevideo) is the best working station for ships traveling to the River Plate.

Reports are being made to this office that the promiscuous conversation which has been altogether too prevalent in the past is decreasing. This is good news and is probably due to the fact that the operators are more and more coming to realize that the officials are determined that this shall be stopped at all costs. Also it is decreasing, due to the fact that the operators are being reported to the Department of Commerce and that these reports are resulting in the suspension of licenses. And as a word of caution, this reporting and suspension of licenses will continue until this sort of thing shall absolutely cease, which is right and proper. All men who have the welfare of the radio game at heart will realize that this is the only way this can be stopped, and we do not believe there is a single conscientious operator but who will agree that the so-called rag chewing is a very great evil, especially when there is a lot of legitimate business to be handled.

The Shipping Board Steamer *Invincible* sailed on March 15th for Liverpool with R. K. Pence as operator. The *Invincible* is the second ship of the Shipping Board to be equipped with the new type of electric drive, and her performance is being followed with considerable interest in shipping circles.

Among the personnel changes in this division during the month are the following:

James M. Keaveney resigned. He was attached to the *Mundale*.

Stephen Hidalgo checked off the *Lake Fresco* when that vessel laid up.

Henry H. Edwards transferred from this to the High Power division.

The *West Cavanal* laid up, putting Hugh McGuire on the unassigned list.

J. L. O'Connell returned from the south on J. P. Morgan's yacht *Corsair*. He is now on leave of absence.

J. H. Gately sailed on the *Lake Markham*, relieving Joseph Perlman.

Robert H. Philbrook checked off the *George G. Henry* and reported to the Boston office from where he expects to resume his

regular summer run on the Eastern Steamship Line.

George H. Allen left on the *Communipaw* for Germany.

W. A. Schneiderham is now on the *Chinampa* in place of M. E. Arbuckle, who will take Schneiderham's place on the *East Cape* when that vessel sails.

J. L. Adams is now on the unassigned list since the *Texarkana* laid up following the vessel's running ashore on the Long Island coast.

Richard Rosan resigned from the service after his arrival in port on the *Hahira*. N. Ish-kishor took Rosan's place on the *Hahira*.

J. F. Forsyth left on the *Wisla*.

B. B. Skeete is now on the Barge *Socony* 90.

W. D. Reyen took out the new Standard Oil steamer *Walter Jennings*.

Frank E. Burgin reported back from sick leave which made it necessary for him to leave the *Hera*.

BOSTON

DAMON EASTMAN is at the new marine station, WCC.

J. F. Valente has turned the *Sunshine* over to H. M. Baier.

Frank Justice is standing by for the new tanker *India Arrow*, just equipped with a type P-8-A set.

H. C. Gawler, of the Sales Division, was a recent visitor and a very welcome one. He had a lot of funny looking electric light bulbs, which he explained were to be put on amateur receivers and bulb transmitters. We gather from what he told us that there are electrons in the bulbs, although we couldn't see them, but we can't figure out why they put tin around the filament. Probably to shade the light for the electrons.

A. T. Barber is preparing to resume duty. Has so far successfully weathered the period of income scarcity.

Emery Neff, formerly constructor at Norfolk, is on the *Melrose*. They're lining up for assignment to the houseboats.

Ralph Rice and R. G. Philbrook, absentees.

SOUTHERN DIVISION

BALTIMORE

THE new steamer *Aladdin*, recently equipped at Baltimore, sailed for the south with Joseph T. Portman in charge.

All hands (with the fortunate exception of Miss Ziegler, who escaped) have recovered from attacks of grippe and are now on the job again, full of pep.

Constructor Grantlin is fitting the Tug *Astrea* of the Davison Chemical Company with a ½ kilowatt set.

We had a pleasant surprise in the visit of Assistant General Superintendent Stevens of the Marine division and District Manager Gilpin of Norfolk.

Operator Schultze, who was assigned to the *Maine* over a year ago, returned to this city with his vessel several days ago.

A card just received from Hubbard McCauley on the *Lancaster* states he arrived in China safely. Someone recently inquired why we always, or in nearly every contribution, mentioned something about Mac. The answer is easy. Mac always said one of the main reasons why he worked with us was that he could see his name in print, which afforded him an immense amount of satisfaction. Isn't it worth a few lines to keep a man satisfied and happy?

Charles R. Robinson, ex-operator, carbon paper, typewriter, etc., salesman, pays us daily visits. Wants a ship to Cuba only. We'll fix you up, Robby, but it may take time.

NORFOLK

IT has been many months since notes from the Norfolk district have appeared in this publication but, nevertheless and just the same, we have read with much interest the notes from other districts and have vowed each month that we, too, would send in some notes for the very next issue. Time and time again we failed to keep our vow, but we hope our esteemed editor will overlook our shortcomings on the strength of our promise to turn over a new leaf with this issue.

We announce with much pride the birth of a baby boy to our Boss. His name is Levering H. Gilpin, Jr., and, like all juniors, is starting in the game by standing night watches. We have our Boss's word for it that he is an unparalleled example of virile, robust young manhood. Ye scribe has seen this young fellow and heartily agrees with the proud father and mother that he is a fine child, though entertaining a suspicion that the word robust would apply more to the youngster's lungs.

The pack which Christian bore on his jaunt through the Slough of Despond was as nothing compared with the carbuncle which our clerk, Butt, sported during the last days of January and the early days of February. The thing was located on the back of his neck at just the right point to cause his chin to rest on his chest in a most pensive attitude. We unhesitatingly state that it was the peer of all carbuncles.

In the early part of January we had a new addition to our construction force, Mr. Arthur B. Brown. He has now become thoroughly acclimated and is also now possessed of a fair working knowledge of our transportation system, not forgetting to mention a close acquaintance with the Boss's flivver.

Shortly after the advent of Mr. Brown, Mr. Neff, one of our constructors, came across a steamer which he joined as operator because she ran regularly to Boston. We hope that he was able to negotiate a peace in keeping with the best traditions of our sex.

That poem, "Chickens come home to roost," could be very easily applied in the case of Shipping Board vessels. Vessels big and little, passenger and freight, new and old, and from far and near, have come into this port and they are still here! It was said that they would all begin to move with the coming of spring, but the millennium being somewhat delayed we still have them among us. There are new arrivals every day, and it is stated on good authority that several even have cable for reservations from Gibraltar and places even more distantly removed.

What is true of ships applies in some respects to the operators, too. Many a young man who in the early days of 1920 was chary of joining a vessel until he ascertained whether the old man parted his hair in the middle or whether the vessel was a well-decker or not, etc., etc., has lately expressed a great preference for the first thing that comes along, be she laker, tanker, towboat or Hog Islander.

GULF DIVISION

JUST as we had about concluded that there wasn't a darn thing to report, one of our assistants, who is always looking for trouble, handed us the following clipping from the New Orleans *Times-Picayune* of February 12th:

"'I thought everyone else was doing it and so I did not see any reason why I couldn't bring in a few bottles to give a little party,' was the excuse given by _____ to the Customs Inspectors who recently caught him trying to unload two bottles of 'party water' from the Steamship _____. 'Tell it to the Judge,' was the reply."

Friend operator couldn't convince the Judge that "everybody was entitled to do it." On the other hand the Judge had very little difficulty in convincing friend operator that personal liberty was worth \$25.00.

Arthur K. Passmore, with the laying up of the *Miller County* at New Orleans, decided to try his luck at getting a re-assignment out of Baltimore.

Ralph C. Holtzelaw, after a 30 day leave of absence, has returned to the *Fourth Alabama* at Galveston.

C. W. Peters is out on a forced vacation, due to the laying up of the motorship *Pennant* at Texas City.

The *West Raritans*, after a long lay up at New Orleans, is again ready for sea in charge of Operator Thomas A. Church.

Our old friend Charles H. Acree, one time District manager

at Galveston, has been given the temporary job of taking the new Shipping Board steamer *City of Ellwood* out on her trial trip.

John J. Michaels has been assigned to the newly commissioned steamer *Bessemer City* of the U. S. Steel Products Company. The vessel will be operated by the Eastern division.

The Shipping Board tanker *Burnwell* evidently did not "burn well," since she has been staked out at the Shipping Board's boneyard, about fourteen miles up the Mississippi River. Result: Fred Rosebury is on his way to New York looking for another job.

GREAT LAKES DIVISION

POP WINTER continues in a good frame of mind; excellent weather prevailing, and from all reports, channels, rivers and other ice collecting tributaries will soon be clear of the impassable icebergs that usually keep the fleet from getting an early start.

All remaining ice was pretty well honeycombed during the month of March, and by now, all connecting waters should be navigable without the use of dynamite. A field or two of heavily windrowed bergs may be encountered on Lake Superior, but because of the mildness of the winter, it is thought that should prevailing winds shift such a field to the steamship lanes, their size will easily permit of circumnavigation without the loss of time. During spring months following closed or severe winters when the mercury holds steady at ten to thirty degrees below zero in the region of the Upper Lakes, vessels even as late as May occasionally run into a field of windrowed ice on Lake Superior, so huge in extent, that it takes days to extricate themselves. Dynamiting is then resorted to, and the radio man who is lucky enough to have an assignment to a vessel in such a predicament is treated to some real polar region steamboating.

Superintendent Nicholas has been kept on the jump during the past month, having made the rounds of the entire division, first by concluding a trip to Ashtabula, Buffalo and Rochester, N. Y., and only recently returning to Cleveland from an extended trip to Lake Michigan and other lower lake ports.

Samuel E. Leonard, now one of our constructors, recently dismantled the ½ kilowatt Canadian Marconi set from the former *Stadacona*, now known as the *W. H. McGean*. The dismantled equipment was shipped to New York, where the Radio Corporation is to install it aboard the *S. S. Narragansett*, a CSL vessel. The *W. H. McGean's* equipment was formerly controlled by the Canadian Marconi Company, but due to the sale of the vessel to American interests, the new owners have given us the contract for maintaining the radio service. A C-296-B set will comprise the installation.

The transmitter on the carferry *Ashtabula* has been changed; constructor Elliott having dismantled the old Q. M. S., and installed a new C-296-B set in its place.

The Navy department has completed installations of several compass stations located at various points on the Great Lakes, and upon the opening of navigation, compass readings and bearings will be given an initial try-out in this division. Compass bearings should prove of inestimable value to Great Lakes mariners, as heavy fogs in the spring and blinding snow-storms in the fall make navigation other than joyful during these periods.

Our official assignment list has been completed, and most of the old-timers notified as to the name of the vessel, the port and approximate date for them to report to duty. A good number of the ops on account of their inability to locate profitable employment during the winter months, will be glad to once again set foot on the deck of a Great Lakes race horse and listen to the whine of the fog horn.

PACIFIC DIVISION

SAN FRANCISCO

WE have been quite active during February, as our story to follow will tell.

The Matson liner *Enterprise* has been laid up at the Moore yards in Oakland for the past four months and is now going back on the Honolulu run re-equipped with a P-5 panel set. A. P. Stone will again be in charge of the outfit, as well as being purser. B. W. Lafetra, formerly on the *Klamath*, will make his first off-shore trip as junior with Stone.

A P-8 panel set was recently installed on the *Gargoyle* of the Vacuum Oil Company's fleet. The *Gargoyle* was just completed at the Moore yards and is a sister ship of the *Vacuum*.

The four shipyards in San Francisco still continue to operate at about half the production they attained at the close of the war. A few ships are being built for the United States Shipping Board and a good many for private concerns.

Conditions still continue slack in most all lines of business, and the oil trade, which held up longer than other lines, has commenced to fall off. Unemployment has not reached an acute stage, although a great many are out of work. In the wireless field this is particularly noticeable, as we have a large number of men awaiting assignments. It is expected that conditions will soon improve.

Contracts were signed during the month for the installation of P-8 panel sets on the two large freighters being built at the Moore yard for the Matson Navigation Company. These vessels, the *Manulani* and *Manukia*, will ply between San Francisco and the Hawaiian islands, in the sugar trade especially.

Operators Goldsmith and Breniman of the *Santa Cruz* and Cox and Trosper of the *Colusa* can all weep in unison, their vessels, formerly on the Pacific Mail Calcutta run, now being laid up across the bay, on account of the present slump in shipping.

G. G. Greene is now on the *West Keene* on the triangle run for the Matson Navigation Company, San Francisco, Seattle and Honolulu being the ports of call. In addition to the radio work Greene is also purser, and is apparently well pleased.

Duke Hancock, senior on the *Nanking*, was obliged to lay off for one trip, his mother being taken ill suddenly. Ralph Burr, his junior, sailed as senior and G. E. Knudson of the shop staff is filling junior's berth temporarily.

At last C. C. White is assigned. On account of passport difficulties F. Geisel had to leave the *Richmond* and White didn't waste any time getting his baggage aboard. The change was timely for Geisel, however, and he stepped aboard the *Capt. A. F. Lucas*, relieving Frank Oneill, who in turn relieved Phil Thorne on the *J. A. Moffett*. Apparently Phil is the goat, but it is hoped it won't last long.

H. Y. Ballou is back again on the *Curacao*, relieving Steve Cerstvik, who has resigned.

D. Craig and D. V. Millard relieved Frank Smith and Herbert Edge on the *Wolverine State*, one of the new 502's on the India-Oriental run for the Pacific Mail Company.

Even though they are expecting no letter from the only girl, operators should never fail to look through the mail box, as some interesting correspondence may be found, especially on abstracting, as it is a chronic failure on the part of many to forget to add the number of words, leave off signatures and many little errors too numerous to mention.

SEATTLE

DURING the month, we removed the Kilbourne and Clark equipments from the *Admiral Dewey* and *Admiral Schley* and installed 1½-KW submarine panel sets.

We are figuring on making more changes, of a like nature, in the near future.

There are signs of spring in the air. Miss Cayo arrived this morning with a new creation on the top of her head, and wanted to know our opinion regarding the best time for her annual vacation.

Arthur Lind is temporarily on the *President*, until the *Kamchatka* is ready for her annual trip to the Arctic. His predecessor, H. Scott, made an enviable record last year, and we are glad to have a man like Lind ready to step into his place.

H. R. Waite has returned to British Columbia, where he will

engage in business with his father. He has our best wishes for continued success.

We regret that the severe illness of Ralph Butler's father necessitated his temporary presence at home. Roy Massey is taking Mr. Butler's place on the *Governor*. Massey likes the deep sea and we hope to be able to fix him up with a Shipping Board boat along in April or May.

The *City of Seattle* is expected to go in commission shortly, with T. A. Kinsey in charge.

Due to the lay up of the *Admiral Rodman*, George Wunderlich has but a short stay on his old vessel. He is now on the *Spokane*.

We extend our hearty welcome to our new neighbor, Mr. L. C. Dent, District manager at Portland, Oregon. Mr. Dent succeeds Mr. R. S. Palmer, who for a long time operated on vessels out of the Seattle District. Mr. Palmer made such a good installation on the Standard Oil tanker *Livingston Roe*, that he decided it would take an extra good man to fill the operating position, and, acting in accordance with his decision, took the job himself.

PORTLAND

PORTLAND District under new management. Three new installations have been completed during February; *Swiftarrow* and *Swiftstar* of the Swiftsure Oil Transport Company, and *Livingston Roe* for the Standard Oil Company. The *Swiftstar* has a P-5 set. The *Swiftarrow* and *Livingston Roe* P-8 sets. All these vessels have 2-wire T type antennas. The installation of these vessels seem to have been set apart as a part of the initiating programme arranged for L. C. Dent, who relieved R. S. Palmer as District manager. All we can say is this: Let the good work continue. We don't like work, never did, and never will, so if we can put in all our time making new installations, we won't have any time left for work.

R. S. Palmer had the distinction, as District manager, of making out and signing all papers, assigning himself as radio operator on the SS *Livingston Roe*.

When an operator shows as much interest in his set as Bob had in this installation on *Livingston Roe*, we think it should be made known to other operators. Bob, knowing that he was to leave Portland shortly, began looking around for a good home. His eagle eye fell on the *Livingston Roe*, a fine type of tanker, the day she was launched. We can imagine ourself hearing him say, "Some ship," "Good home," "Big noise." At any rate Robert decided that he would go out as operator on this vessel, and took great pride in having the set installed to his liking. He figured out that the sending antenna would be one of the largest used on any vessel. So far, so good. After everything was completed, we

went aboard to take a reading of the aerial fundamental wave length. It was nearly dark, and the outline of a man standing on deck, could scarcely be made out as we approached. We heard, or thought we did, the following exclamations, as we approached closer, and could see that, whoever it was on deck, was apparently looking at the stars. "Some antenna," "Big," "Solid," "Some sticks," "Some noise." We approached nearer. It was Bob out on the deck admiring his big antenna. We went inside to take the reading above mentioned. A 12-inch spark coil was used to energize the aerial and the wavemeter with crystal detector and headfones, to measure the wave. When all was ready Robert put on the headfones and we were instructed to press the key to the 12-inch coil, which we did. After holding the key down for some time, we looked over at Bob to see if he was getting anything. He had one hand up in signal for silence (You know how the operator does it); with the other hand he was pressing the fones closer to his ear. We waited. At length we heard him mutter, or thought we did, "Bordeaux," "Nome," "KPH," "Amateurs." After several trials and failures, we decided that interference was too strong for our 12-inch spark coil, and that we could do just as well to guess at the fundamental. Palmer took off the headfones, laid them on the table, and turning to me, said "Some aerial," "Some set," "Big noise." It being late we left for home, after bidding Bob good night, without return. As we were closing the radio room door, we heard him say, or thought we did, "Good night, some set, big noise."

A. P. Warnick was the lucky operator to receive appointment on the *SS Swiftarrow*. This vessel left February 9th for Atlantic ports.

R. S. Kimberk, formerly repair man at Portland shop, and a general good scout among the ladies, was assigned to operator and officer's berth on the *West Cayote*. The vessel left for Europe, via San Francisco and Canal.

We were fortunate in having for operator on the *SS Swiftstar* W. C. O'Connor, who has good will but poor judgment. After taking him on board and explaining to him everything about the set, and giving him a lot of verbal instructions, we are sure he could not remember, he asked: "Why do I have to walk out on deck to go to my meals?" I replied half to him and half to the radio cabin door, which I closed with a bang behind me, "O slush."

Turning, the other day, to see who had come in my office without first sending in a card, our old friend P. W. Kessler, smiling from behind a bunch of sage brush on his upper lip, stuck out the glad hand of greeting. Well, he was permitted to remain, as he had closed the door behind him, and we immediately settled down to the discussion of old times and scenes, mutually familiar back on the Great Lakes—the P. M. carferries, the ice, the static,

on Saturday afternoon, etc. While we talked on these subjects, and added, here and there a good word for our former Superintendent, E. A. N., the tone of the conversation got closer and closer to the tune of "Home, Sweet Home."

DIDN'T KNOW WHAT TO DO

The radio room on one of the vessels recently installed at this port had a door at each end and two port holes in each side. Little room was left for installation of the panel without placing it in front of a port hole, where it was liable to get wet. It was decided, finally, to nail up one of the doors and install the panel in front of it. This was done. After everything was securely bolted and screwed down, and the installation practically completed, in came a carpenter, with a back load of lumber, saws, hammer and other necessities for his work, closed the door behind him and started in to board it up. "What are you doing there?" I asked. "I bane received orders pretty quick to fasten up this door so hit can't be opened," he said. We told him there must be some mistake and tried to explain that his orders might refer to the other door, which we had already fastened up solid, but Olie just kept right on working, and soon had more nails and screws in that door than we ever knew existed. It certainly looked to be fastened up all right. Anyway, after awhile, Olie decided he had carried out his orders to the letter, and sat down on the spare box to light his pipe. He and I were in the room with both doors nailed up tight. The port holes were too small for me to get through, and an SOS call seemed imminent. But before anything much could be done, even before Olie got his pipe going, the whistle blew the glad tidings that it was time to quit work. The fact that he was nailed in did not seem to disturb Olie in the least, but when he finally decided he would have to open the door to get out, it took him about three minutes to take out all the screws and nails, which had taken him two hours to put in. Advice was received from the yard the next day that Olie had nailed up the wrong door.

SAN PEDRO

THE Union Oil tanker *Montebello*, built at the Southwestern Shipbuilding Co.'s yards at East San Pedro, is being equipped with a P8A set and will make the trial run March second.

The *Montebello* is the first of the Union Oil tankers to install our equipment, and this installation will be followed in about six weeks with a similar set on *La Placentia*.

Dewey Beraldo, formerly radio operator on the U. S. S. B. *Vinita*, has been assigned to the *Montebello*.

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MAY, 1921

VOLUME 2

AT
233 BROADWAY, N. Y.

BY AND FOR
EMPLOYEES



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EXHIBITS SEEN AT THE CONVENTION

Second Amateur District very successful in its first annual convention and banquet

Reported by Pierre H. Boucheron

ON March 16, 17, 18, 19 there was held on the roof garden of the Pennsylvania Hotel, New York City, the first annual convention and banquet of the Executive Radio Council, Second Amateur District. This affair aside from its great commercial success, was one of the most unique and spectacular radio displays ever held by any radio organization in the United States. Wireless manufacturers, Radio Clubs, government radio services and thousands of amateur radio men were represented. They came not only from the Second District, but from almost every part of the country.

On Saturday, March 19, which was the last day of the convention, there was held a banquet in the large Ball Room of this well-known hotel, which 591 radio bugs attended. Mighty interesting speeches and much repartee were delivered, having to do with the bright and rosy future of the amateur, and the important part it is destined to play in government and commercial circles.

The convention and banquet, and the progressive spirit of everyone who visited or partook in its success, forced the conviction that the little baby of a few years ago known as Amateur Radio has grown into a mighty formidable and powerful personality and the game itself has found a firm and permanent foothold in the everyday lives of many Americans. The more descriptive name of "Citizen Radio" will soon become a household word.

In all, there were fifty exhibitors, who all vied with each other in display and noise-making. As one gazed around, there was the impression that every spark coil, medical coil, static machine, had been gleaned from all corners of the United States, and there was a continuous round of amplification stunts where signals both near and far came pounding in from all corners of the hall.

The Radio Corporation of America had a tube display which was the envy of every deep-dyed-in-the-wool amateur. Many were seen casting copious glances at the 10 to 20 watts self-rectifying C.W. telegraph and telephone set which occupied a prominent place in the booth. The more advanced O.M.'s. wanted to see the complete 100 watt C.W. telegraph transmitter which is equipped with a Kenotron rectifying unit and which employs two 50-watt power tubes. Another interesting set was the 10-watt C.W. unit built especially for portable use, being enclosed in a small square case approximately one-half the size of an ordinary suitcase. This, too, is a self-rectifying set.

The Radiotron family included all tubes ranging from the U.V. 200 to the U.V. 204. Briefly, these are the detector tube, U.V. 200; the amplifier tube, U.V. 201; the 5-watt power tube, U.V. 202;

the 50-watt power tube, U.V. 203 and the 250-watt power tube, U.V. 204.

The Wireless Press was very much in evidence with stacks of books covering every phase of radio suitable for the instruction of the veriest beginner up to the engineer. Many thought Mr. Welker was Marconi himself, but that was probably due to the dignified effect produced by wearing tortoise shell glasses.

The A. H. Grebe Co. had everything along the amplifier and regenerative tuner line for amateur work. One particular interesting item was the universal receiver having a range from 150 to 20,000 meters and equipped with three stages of radio frequency amplification and one power amplifier employing Radiotron tubes exclusively. Signals from LY, POZ and MUU came loudly and could be heard all over the hall.

F. M. Doolittle, of New Haven, with his amplifone and unique direct reading decremeter, was doing big things by way of demonstration and explanation.

Wonder of wonders! The Glavin radio controlled torpedo pup was in excellent humor and never once did it fail to obey its masterful and jovial master. The pup talks, walks, eats like a real one, and it's all done with a very small amount of radiated energy. There is a little black box in the center of the car which attracted much attention. Mr. Glavin tells us the secret of the radio control principle is held in this box, but we think the 4-inch lock which securely locks the cover is only put there to awe and keep the gaze of inquiring hams from wandering to otherwise vital sections.

The U. S. A. Signal Corps had all sorts of transmitters and receivers including trench sets, airplane sets and field sets. General Edgar Russel, chief signal officer of the eastern district, opened the convention at 2 P. M. on Wednesday while seated in his office chair at Army Headquarters, and addressing his audience on the roof of the Pennsylvania Hotel through the medium of a radio telephone outfit. Incidentally, his address was heard as far as 100 miles outside of New York.

Something which attracted a great deal of attention at the Pacent Electric Company's booth was the Spangenberg self-rectifying C.W. transmitter with a record of 1,500 miles using two 50-watt Radiotron U.V. 203 power tubes and radiating from 4 to 5 amperes.

Other items here were the Armstrong Super-Autodyne receiver, a two-stage German amplifier with German tubes fresh from Berlin and the *Telefunken Zeitung* written in German which all amateurs did not seem to be able to read.

"Every time you read of a vessel in distress at sea calling for help, remember she did it by radio." So said a large sign over the booth of the Department of Commerce Radio Inspection Service. Incidentally, examinations for amateur grade licenses were



held at frequent intervals during the show. This Government radio service is doing much for the benefit of amateur radio.

The liveliest club in New Jersey, the Radio Club of Irvington, was very much in evidence with all manner of radio sets made by Jersey amateurs, including the Salvage Receiver having a world receiving record. Amateur clubs all over the United States as well as prospective amateur clubs would do well to communicate with the president of this New Jersey organization for pointers on how to keep members interested and happy though they be radio bugs.

In the U. S. Navy booth where much amplification was constantly going on, we heard a chief electrician explaining to a fair damsel the qualities of high and low speed galena crystals. Finally, Vice-Admiral Dannals appeared and we heard something about a new detector circuit having been discovered employing two crystals, one on each side of the circuit, so designed and planned that each one was supposed to rectify one-half of the incoming cycle. The main trouble with this new hook-up, however, was the extreme difficulty of adjusting these two crystals to synchronism.

ANOTHER CHAMPION RADIO OPERATOR

A VERY interesting event took place as part of the Second District Amateur Convention on the roof of the Pennsylvania Hotel on March 18th, 1921, where Mr. B. G. Seutter, finished first in a speed contest employing the continental code at radio reception. His record was 48-3/5 words a minute with two typographical errors. Mr. Seutter is at present a receiving operator for the *Times* and was formerly in the U. S. Naval service, stationed at Otter Cliff, Bar Harbor, Me.

This event recalls a recent similar event at an amateur radio convention in San Francisco where a Radio Corporation operator stationed at the Marshall station, Mr. Tony Gerhart, carried off the first prize by receiving 49-1/3 words per minute with five errors. Incidentally, Mr. Gerhart also broke the wireless receiving record at the San Francisco Exposition telegraph contest. In view of the many extenuating circumstances which might occur in the matter of copy, five errors is not bad at a speed of almost 50 words a minute. It would perhaps prove an interesting event to have Mr. Seutter meet Mr. Gerhart in a similar contest.

Mr. Edward Sheehy, one of our T.O. operators at 64 Broad Street, finished the more recent contest third in spite of the fact that the nature of Mr. Sheehy's work during the past six months has not given him an opportunity to practice reception or transmission. Speaking of champion operators, Mr. Sheehy is probably one of the best in the country, for not only is he a good radio man, but is equally efficient and speedy in cable and telegraph operation, using either the continental or Morse codes.



B. G. SEUTTER

WHERE RICE GROWS

The biggest rice crop of the United States, of over 1,000,000,000 pounds, while the largest in the Occidental world, is a trifle when compared with that of some of the Oriental countries, where rice is the chief article of food for a very dense population. Siam, for example, produces over 5,000,000,000 pounds of rice a year against our 1,000,000,000 pounds; the Dutch East Indies, 7,000,000,000 pounds; Japan, 17,000,000,000 pounds, and India, 70,000,000,000 pounds, while China, which has no official figures of her crop, may equal or possibly exceed India in production, bringing the world's total crop to approximately 200,000,000,000 pounds a year.

In Bengal it requires the labor of one man eighty days and the use of a yoke of oxen twenty days to produce 1,000 pounds of rice; in Japan, without the use of any animal, 120 days to produce 3,000 pounds; in the Philippine Islands, practically the same as India; but in the rice-growing regions of Louisiana and Texas, with the aid of machinery, the maximum of expended time of human effort on one acre of rice is two days, and the use of a team for a day and a half, and the production is 64,800 pounds.

ON RECEIVING PRESS

Receiving press is a delicate operation. For instance, you must not slumber while it is being transmitted, else the "Ocean Times" will not, on the morrow, be able to go to press, or if it does, it will contain large vacant areas, as if the Censor had been at work. Providing always that the musical signals do not lull you to sleep, it is not a very difficult task if you can see the transmitting station's aerial through the porthole.

Some authors aver that they find inspiration to come more freely when there is much noise going on around them. Noise, too, is liable to make the "Ocean Times" more spicy. One is in the middle of an important item and the foghorn goes at a critical point. "Count Baltic, Prime Minister of Ruritania, was yesterday a ———." The dash represents the foghorn, and it is a toss up whether we shall, in to-morrow's issue, assassinate the Count or appoint him Secretary to the Executive of the League of Nations.

But too much noise can be fatal. Arlington has just begun to get into his stride and you are congratulating yourself on readable, albeit weak, signals. Just at this point you are nearly deafened by a station, apparently right alongside, starting up with about two score of preliminaries. Then the following is transmitted six times at about ten words a minute with only some fifty erasures: "QRA steamship with two stacks and four sticks bound east?" You happen to be the unhappy ship with two stacks and four sticks, and it is with humility you realize that the transmitting operator has not a great opinion of your qualities as an operator, since when only a few yards away he uses full power (which you judge to be about ten kilowatts), sends at his slowest speed and repeats till you wish the war wasn't over and there were still such things as torpedoes. When finally he finishes you send him an *A* requesting him to stand by. He responds: "Orders is orders when received from the Old Man." You retire at length from the unequal contest beaten at all points, and it is with sadness that you realize that Arlington has finished.

Some operators have performed marvellous feats in the way of receiving press. It is even stated that one night Poldhu's entire programme was duly received, each saloon passenger finding the "Ocean Times" next morning on his breakfast table. Yet it appears that on the particular night in question Poldhu had broken down and transmission of press was not effected. A distinguished novelist has alleged that when we are able to fly freely to the uttermost stars we shall be able to fly back into the past and see, for instance, the spacious times of Queen Bess mirrored before our astonished eyes. It may be surmised that our operator was able to reverse the process, thereby taking to-morrow night's press. Pass the salt!

(*The Aerial*)

THE WIRELESS STATION AT COCOS

RECENT light shed on the circumstances immediately preceding the destruction of the German raiding cruiser *Emden*, Captain Muller, at the Cocos, or Keeling Islands, show that a "heathen Chineese" had a good deal to do with the luring of the wily, though very much overrated, Hun captain, to his doom when he landed his party to destroy the all-important wireless station there, on that 9th of November, 1914. The station is on Direction Island, the most northly of the southern Keelings. A boat-load of Germans was sent from the *Emden* to destroy the station, and after landing they commandeered a Chinaman to lead the way, which he did by a circuitous route, having in the interim "given the tip" to a countryman to get there first, which he did, with the happy result that just in the nick of time the operator got through a message which was picked up by H. M. A. S. *Sydney* and the *Melbourne*. "Strange warship off entrance," it read, and "Full speed ahead," was the order to the cruisers, and the fate of the *Emden* was settled. Her party had lost a valuable hour in blowing up the wireless station and cutting the cable—the dummy one—for the genuine cable was never touched; the staff having rigged up a decoy cable. The Huns overlooked the fact that there was a duplicate set of instruments very cleverly concealed, with which the service was restored shortly after the raider fled to his doom. The Chinaman, who was a servant of the Cable Company, was suitably rewarded.—*Electricity*, London.

ALL IN A DAY'S WORK

By A Stenographer

IN these days of reconstruction volumes are being written on the subject of Conservation, and from my study of it I have learned at least two things: First, the definition of the word itself, and second, how to apply it in my daily work. I have been unconsciously guilty of many wasteful habits, and will confess a few of them in the hope that others may profit by my experience.

One day, while making eight copies of a report, my keys piled up, making an unsightly error. (My fellow key punchers can appreciate this.) Well, it is true I had three hard erasers and two soft ones in my desk (the company furnishes them, you know) and the error could have been corrected by erasing, but it is such a bother to erase, and—I might just as well own it—I was so peeved that I "chucked the whole eight" into the wastebasket and started all over with a fresh eight. Of course, I did not realize at the time that eight sheets of paper made of 40-cent cotton, the use of seven sheets of carbon, which chemists tell us is diamonds, and twenty or thirty golden minutes of time for which the company was paying, had been consigned to the dump heap.

Just then the boss called me for dictation, and although I had four good pencils in my desk that morning, only one could be found, and the point of it broke before I had written half a dozen lines, so I was forced to stop and repoint my pencil; then it took ever so long for the boss to reconnect the line of thought I had broken; in fact, he never seemed to be able to frame the sentence as he wanted it, all of which was chargeable to my carelessness.

It was my impression that in order to make legible copies carbon should be changed frequently. This I did, destroying many sheets of carbon daily that could have been used further; but it occurred to me that if I were paying for carbon I would make the most economical use of it, and I am now getting splendid results with practically double the use I formerly made of my carbon.

As for pins and gem clips, were not such trifles furnished us in gross lots, the former to be carelessly strewn over the floor and the latter to be shot at the poor simp who consciously tried to work while the boss was out of the office? Well, I am now practicing the conversation of *Pins* and *gem* clips also, and—really, my dear fellow stenogs., whether or not the boss has observed any change in my habits, I have grown in self-respect since becoming an honest employee, and that alone is well worth trying out.

SUCCESS

It's doing your job the best you can,
And being just to your fellow man;
It's making money, but holding friends,
And staying true to your aims and ends;
It's figuring how and learning why,
And looking forward and thinking high,
And dreaming a little and doing much;
It's keeping always in closest touch
With what is finest in word and deed;
It's being thorough, yet making speed;
It's daring blithely the field of chance
While making labor a brave romance;
It's going onward despite defeat
And fighting staunchly, but keeping sweet,
It's being clean and it's playing fair;
It's laughing lightly at Dame Despair;
It's looking up at the stars above,
And drinking deeply of life and love;
It's struggling on with the will to win,
But taking loss with a cheerful grin;
It's sharing sorrow, and work, and mirth,
And making better this good old earth.
It's serving, striving through strain and stress,
It's doing your noblest—that's Success.

A MISSIONARY

IT was a very battered automobile of the humblest and most familiar make. Its fender was dented, one of the tires was crudely bandaged, it was covered with rust and mud, and inside there was a collection of miscellaneous and rather disreputable looking baggage and camp equipment. But the traffic policemen on the crowded roads leading down toward Manhattan Island looked at it with respect and hailed its driver with a friendly wave of the hand. Passing motorists in expensive cars glanced carelessly at first, then turned their heads with excited comments. The battered little car left a perceptible ripple of interest in its wake. At one stop a group of newsboys crowded round with wide-open eyes, for once awed almost into silence. "Gee!" said one of them, "did you really come from there?" And another broke in: "Say, mister, won't you take us back with you?"

The cause of it all was a simple combination of ten letters on the number-plate. For all these varied people it spelled romance, escape, Utopia, the fulfillment of dreams. Something wistful and pathetic was in the eyes of some of them. Out of their grey environment they looked westward, beyond the plains, beyond the mountains, and saw a region of luxurious ease, of oranges, of snow-capped peaks, of wonderful nights, of golden gates and a clean city on a hill—an impossible vision. But the word was—*California*.

KOKOHEAD

"PKX PKX PKX that's what I call some receiving," exclaimed Corey the other day, and in wonderment we agreed. Corey has a ham set hooked up in his room and was quite a faithful night-watcher listening to NPM 5 miles away and KHK a few more. Signals didn't come fast enough and a few of us thought we'd make things more exciting for friend Corey; so we tiptoed to an upper room, where we hooked up a buzzer set and the rest is obvious. We managed to keep him guessing for three weeks, but the night we had our big dance, Corey filled with the enthusiasm of it all, wandered toward no man's land and the secret was out. Good natured as he is, he took it as quite a joke, and now one can find cobwebs around the once famous set.

Talking about dances, say, we had the prize one of them all. Those affairs that Belmarconi and the rest have pulled off are mere trifles alongside ours. We got hold of the best jazz bunch in town, five pieces, and they all are noted musicians, piano, saxophone, banjo, banjo-guitar and a whole shoobang of traps; and, boy, how they rendered that music is hard to explain. We had about thirty couples and when the wee hours of the morning came around all found it hard to leave. It was voted by all the best ever, and we hope in the near future to have another. Street was master of

ceremonies and with the aid of some very competent judges the various prizes for the best and worst dancers were given. The ladies' prize was a wonderful toy snake, that kept time for all while we danced the shimmy. All the other prizes gave much joy to the recipients and also the many unfortunate ones who were not on the good side of the judges.

Kokohead is fast taking on the appearance of an automobile club, and plans are in order for the incorporation of said club. First comes the grand and faithful station FORD. Next comes Bobbie Burns in his STUTZ (mind you) cut down. He claims he can skin anything on four wheels, but as yet hasn't had much opportunity to demonstrate. Bailey, our worthy engineer and automobile doctor, still has his Dodge and it runs fine. Mc Ness got rid of his Nash and came out here one day in something that's called "Overland" cut down. We agree with that, cause we all are pretty certain that's about all it will do, go overland, and it might be over that dilapidated bridge that's about due to cave in. Good luck to you Mac. He says look for me when I come, but we don't have to look; as soon as Mac leaves home we hear him and 35 minutes later we see him. Wonderful car, we'll say. Street has his Chalmers and it gives him lots of service. He and Bailey had the job of pulling a big Hudson out of the sands the other day, and it was some job. Wilhelm has a Buick roadster and his troubles have begun. When you see the car, you see two shoes sticking out from underneath and you wonder what they are, and you're told that's Bill fixing his Doohick. Oh it's a great life. Corey (again we must speak of this popular gent) has just *obtained* himself a Buick; that is, he says it's a Buick, and now Wilhelm has decided to sell his, cause he don't like the idea of Corey calling his wagon a Buick. It's of an ancient vintage, so long ago that the nameplate has worn off, but Corey says it's fine dope and soon hopes to have a dandy cut down made from it. Bill Anderson still makes his Overland perform, and as yet we have to see the time when Bill gets late to work. Baldwin still rides his faithful Indian and Burke, our power house assistant, has one too.

Motorbikes are all right, when it don't rain, but when it does—Say folks, you've heard of Denver mud, eh? well, that's mere mush to what we have here. It's very common to see a car come sideways up the road, slide, wow! it's like trying to dance on a polished floor with a pair of roller skates.

The roads we have here are really not roads, just trails, you might say; and punctures and blowouts have been our worries from it. We hope in the year 1950 to see a half way decent road out this way, so going to and from town will be a pleasure instead of a task.

Receiving Engineer Reid and Mrs. Reid joined our crowd a few months ago and we sure do appreciate having them both and we hope that their stay with us will be a joyous one.

Receiving Engineer Dean has left us and we hear that he is now at Bolinas, having transferred to the transmitting side of the game. Good luck to you, Win.

Bobbie Burns, Receiving Engineer, transferred from Marshall, joined our staff and now is quite at home enjoying a daily swim at Wykickkee, as he calls it.

Pontius has purchased a half interest in the taxi stand at Kaimuki. After careful investigation we found that he can save money by doing that and still go to town every day to visit 11th avenue. Better buy a wagon of your own, Ponty, and life will be worth while. ??????

Ben Hamilton joined us recently. Ben is an old timer in the game having been on the Astoria-Ketchikan circuit for a number of years. He says these Hawaiian moonlights are supoib, but when it comes to mosquitos, ask him to repeat, please. You folks back there in Joisey may rave about your mosquitos, but I bet we have you all beat. They call this the Paradise of the Pacific, but we're pretty sure they mean a mosquitos paradise.

A. M. Quasdorf just arrived and is quite an addition to the staff. Hope you like the life AU, and that your stay will be a long and pleasant one.

Superintendent Oxenham is still with us, and a better one can't be found. Mrs. Oxenham, with her very likeable personality, helps to make the evenings go, by having card games and the like.

Our Japan circuit is fast becoming a work house, and soon the new station at JAA will be in operation and our own alternators are scheduled to start shortly after. With all this new apparatus we hope to make the HAWAII-JAPAN circuit the most profitable one for the corporation.

Stirred by the world's record sending and receiving performances which were put up recently, we hooked up our own old Wheatstone and painfully punched up some miles of tape or rather miles of some tape, and tried our modest hands at putting it down, and all world's records went by the board.

What we should like to see is for the Corporation to lay out a series of tests so that each station could have a cut at them. For code transmission and reception say, make up twenty-five messages and use them as a standard. In a test, ten or more could be picked out and different ones used each time so no one could familiarize himself with them. Also a bunch of plain messages to be handled in standard form, and a few hundred words of plain stuff. Then everyone would have the same chance and we would see where the speed merchants habitated. We think some of our old shellbacks would finish in the money. We don't need any static tests thank you, they are held daily.

KAHUKU

IT has been quite a while since Kahuku has appeared in these columns, but we are still very much alive, and in a short time you will all be hearing from us in a more direct manner. By the time this issue is out, if not before, you on the east coast can listen in for K I E. Our first two alternators are very near completion, as we have only a few of the finishing odd jobs to do. The Hawaiian Electric Company is speeding up the power line installation, and all that remains is to get the wire strung through, after which we will be ready for the first electrons to come floating into our transformers.



POWER HOUSE—OCEAN, IN BACKGROUND

Well, we can go back a ways with Kahuku's history. Some time ago the station saw a change in Engineer-in-charge. Mr. Dean left this station to take up temporary duties at Koko Head before returning to the States. Shortly before he left us he disappeared and returned all married up, and of course it was necessary to have a little party on the station, so each had his lady out, and all set out on the chase of old man Pessimism.

Dean was relieved by W. H. Graff, who returned to this station again from Bolinas. He and his wife are responsible for a great deal of social life on the station. Quite often we have what is termed Ladies night. Also we have all become enthusiastic over tennis and swimming. In fact it has become necessary to postpone

the evening meal half an hour later, to allow time enough between knock-off and chow, for a romp on the beach. (All eastern stations please copy). Quite often the party includes the entire station. Then after dinner the racquet rules supreme, and the court is lively till darkness makes it impossible to lob the pill over the net. We cannot brag of being world champions, of course, but we have hopes of getting enough team work to show Kahuku Plantation up, who, to date, are a little ahead of us in the Sunday tournaments.

Suppose you have all heard of our late storm down here, if the saying "Ill winds travel fast," is true. You would never know that hip-boots were in fashion, by the weather now. The last week's log has registered nothing less than clear and calm. We make good use of it too, as the sports we mention prove. But for further convincing, here is another one: A moon-light picnic on the beach. Can't beat that in the States now, can you? A victrola supplied the music, weenies and marshmallows were roasted and toasted, and everyone had a dandy time.

There is a new Henrietta on the station and its master's name is Slewing. He drove into Honolulu and three cars picked on him all at once. But of course he says the other cars got the worst of it.

Morris didn't even get to the county road before he gave up the idea of riding a Harley-Davidson, and took to crutches. He brought it down with him in November with good intentions, but it has a FOR SALE sign on it now.

Brownie is thinking of deserting us, and moving over to Koko-head. He says he is getting the key fever again. Well, as long as he buys a round trip ticket, we might let him try it.

Here is some real news. Take notice Bolinas. W. A. Flanigan, or better known as Pat, has really decided to make the big dive, and his lady in Honolulu, who hails from Petaluma, has all the necessary ornaments to prove it. Give us the date early Pat, we all believe in preparedness.

Riddle is on the job, most of his time being spent on mast maintenance work. He and his wife are looking forward to the day when the new cottages will be completed.

We would like to hear oftener from Bolinas, as the majority of this crew formerly inhaled fog at that place, and always have a thought to lend there.

Mr. Eshleman, of the Engineering department, is taking on more education through a post-graduate course at the Kahuku Primary School. His teacher states that she thinks he is somewhat backward, but is improving under her watchful eye. The happy pair will receive the best wishes and all that sort of thing, as soon as the final step is pau.

James Murakami, station clerk, slipped one over on the various nearly-married ones of the local staff, by going through the neces-

sary civil ceremony of acknowledging future subjection to a charming Honolulu girl. The staff presented Mr. and Mrs. Joe with a set of hand-painted dishes, and a beautiful clock.

BOLINAS

AFTER months of silence we once more wish to add our few words of greeting to the rest of the family. Things have been rushing along in fine shape and the work on the new alternators is coming along fast and furious. And then when we do get started, oh boy! watch the Pacific coast come into its own.

M. A. (Barney) Snyder of G.E. fame is stopping at the hotel with us, also Sachse of the G.E. Company and I. H. Hill of the J. G. White Company. Barney reports California sure hasn't anything on New York. We agree with you Barney, but, like the rest of us, you will learn to love the old state before you leave.

Did we tell you that Bransch bought a new? Ford? But just between us, we think that he got stung, as he has been walking to work for the past three weeks. How about it Bransch, what's your opinion of a Ford? Speaking about Fords, if Henry could see the roads that we put his little namesake over he would get out an injunction for prevention of cruelty to animals. However, summer will soon be here and we are hoping for the best.

Mr. Dean, formerly of Kahuku, and wife, recently arrived here. Mr. Dean is now our new Assistant Engineer.

Thanks to the efforts of Mr. Bollinger we have a new cover for our pool table, a new set of balls and some new cues; so we are ready for all comers for money, chalk or marbles. Come on, you Kelly Sharks.

Baker feels fully qualified to hold down the job of glass eater with a circus after rebuilding condensers for a month.

SAN FRANCISCO

THE ever-increasing volume of traffic passing through this office keeps us moving around so swiftly that we came near slipping up on the monthly news again.

It is a fact that for the past two months co-operation has been such a necessity that, were we unable to secure it, we should have gone to pieces long ago. When the service load becomes too great for Peterson, you'll find Bob Malcolm answering the S. O. S. and rendering all the assistance necessary. As soon as the traffic starts stacking at Marshall, or here, the Boss or Sheeklen roll up their sleeves and "dux." When we get 'em coming two ways from Marshall and grease the skids to the delivery, we all jump in and give Louie Fazzio or Dutch Hood a hand. In other words, we always keep the decks cleared for action and we carry no excess baggage.

No cry for help has come from Bill Conway and his harem for assistance in the accounting department,—Bill's crew evidently being able to take care of the present quantity of business. However, they consume a lot of 3-in-1 oil which indicates they are keeping their mills well lubricated for high speed work.

We hear some funny ones here at 300 California Street occasionally. One large banking house customer of ours wanted to know if it was true that "we could not work Japan while the Japanese fleet surrounded either of the stations." Another—"Ask the Captain of the Shinyo Maru (due here two weeks later) if my brother is aboard. I'll wait here for the answer." "Do you really get messages from Mars?" (Elderly lady spiritualist asked that one.) "Japon! How much wan word? How long San Franceesco go, Yokohama come?"

It's a crime the kind of money Pete accepts over the counter. We have to make him come through on lead nickels, copper washer pennies, German 10 Pfennig pieces, etc.—and today he slipped us a trade dollar. The teller at the bank valued it at sixty cents, so Pete stood to lose forty, but you can imagine how lucky that bird is, for a coin enthusiast popped around and offered a buck for it.

The delivery department has been re-arranged with a new desk and everything. A lot of unnecessary partitions have been removed, which allows much more light to penetrate to that section of the office.

Mr. W. A. Winterbottom dropped in to give us the once over recently. He remained on the Coast for several days, visiting the Company's several locations in and about San Francisco.

We had a letter from Honolulu recently, which quotes this rich story:

"A gentleman called up our City Office at Honolulu from the Country Club and asked the clerk to take a message and send him a due bill. You can imagine the clerk's consternation when he was told to write the following message:

'Official word from Washington war to be declared against Japan tomorrow. Sell accounts and go short.'

Mr. Hawk took charge of the affair and immediately telephoned the Country Club gentleman and told him he would have to call at the office and pay for the message since he had no charge account. A little later the man came in with his traveling physician, who wrote out another message, had him sign it and handed it in to be sent. Then getting Mr. Hawk to one side he whispered 'He thinks he is Morganfeller. Cancel the message when we get outside.' "

We are offered enough excuses and reasons why would-be privileged parties should not be compelled to pay the Federal tax of 10 cents on messages, to go into competition with the Exemption bureau of the Income tax department.

Radio Corporation service is very popular here in San Francisco and it might be said that almost all of the business houses here that have any foreign connections other than in Hawaii and Japan are very impatiently awaiting the extension of our service. Even though we do not get the results that will be possible when the new apparatus at Bolinas and Kahuku begins to spout, our patrons say they feel a satisfaction heretofore unknown to them in the knowledge that some real effort is made to care for their business. We give service. Hence the fellows that are doing business in China, India, Australia, Central and South America, and Europe, hearing from the more lucky ones trading in Japan and Hawaii, where our lines are available, are asking daily: "When will your service be available to other points?" "Why don't you open a service to such and such place?" "I have cables for Germany, why won't you take them?" This is the dope from the Golden State, and although it is not known how the folks in other cities feel, we presume to state that the good feeling toward our service exists in no less a degree elsewhere.

Every bit of added territory and each additional country will materially boost the volume of traffic to the points we reach now. In other words, each new service not only advertises itself but our system as a whole. The most frequent question asked our solicitor when out gunning for Jap and Hawaiian traffic is:—

"Where else do you go?"

MARION

ON the morning of March thirtieth, Jim Rossi came running hot food over to the skippers house. He was dressed as though he had partaken of little or no sleep the night before, wearing no collar, and what is commonly known as an iron hat, or derby. Ah! ha! thought the writer of this column, as he spied Jim, something big has happened in that family outfit of Jim's; and sure enough, Jim had just placed that order for cigars, which celebrated the arrival into the world and Jim's little family of an eight and a half pound baby girl. Rumor has it that the little stranger is a miniature copy of "OUR NELL." At this writing, both are reported as doing nicely, and as is usual in all such cases, Jim is getting all the congratulations, whereas in reality, the writer, at least, thinks that a few of these should be wirelessly to Mrs. Rossi.

One of our engineers, Mr. MacGeorge, recently paid a visit to Chatham in company with our lineman, Mr. Wixon. Mac walked into Chatham quite unannounced and unknown. After wandering around for quite a spell, it dawned on one or two of the Chatham operators to discover who this bird was, so upon asking Wixon, and receiving his reply that Mac was one of the men from the New York office, immediately there was a near riot and panic. Cigarettes, cigar butts, pipes and all kinds of such appliances went out of the

window or under the table or wherever was the handiest place, and Mac never batted an eyelash. You see, here at Marion, we refer to all visiting officials as strays. This may in one way account for the uproar caused, as it is generally understood that strays are bothersome in long-wave receiving tuners.

W. H. McCollom, from Mr. Pillsbury's office is at present stationed in Marion, and is stringing two number nine copper conductors between here and Chatham.

To date, nothing further has been heard about the new Marine six hundred metre set that we had in commercial operation here according to last month's issue of this magazine. We're not exactly from Missouri, but we would like to know the when and whereabouts of this set, and also the why. Vermilya seems to worry about it more than the rest of us, and it is hinted that he wants to see it set up apart by itself somewhere in between here and Chatham along the path of the leased wires to New York, and he makes no secret about wanting a job as manager and operator of it.

Marion was visited by Mr. Graham of the Engineers office. Mr. Graham had as his guest, Commander I. Tokuda of the Imperial Japanese Navy. Marion's signals have been read in Japan.

We enclose with this copy, a small snapshot of our housekeeper, Mrs. Harold Higgins, of whom we have raved considerably of late. Indeed though, we have mighty good reason to do so, for she sure has made the place famous for its meals, and specially so by her skill at making punch which is served during our dances. No healthy person ever drinks one glass and stops. There's always an encore. Mrs. Higgins has quite a record to be proud of. She has that stick-to-it-iveness too, having served at the old Wellfleet wireless station for many years and had the honor to cook meals for Marconi himself, while he was there. Recently one of the men brought two little playmates in to see the station and a visit was made to the hotel. Mrs. Higgins is quite small in build, being scarcely five feet tall, while the little playmates, by name, Mr. and Mrs. Randall, friends of MacGeorge and Vermilya, are six feet five and six feet two. When Mrs. Higgins got mixed up with these two, and Vermilya who is also six feet one, it was hard work to find out just where she was half the time.

Add one more buzz wagon to the Marion station, for Harold Higgins has just bought an Overland. The problem of garage space



for this abundance of cars is getting mighty acute, and it is feared ere long that we will have to have a visit from Mr. Edwards, our architect, to draw up plans for a real garage.

During the short shutdowns which we seldom get, it is one of the duties of the shift engineer to test out the sleet melting apparatus. MacGeorge has found a new way to work this sleet melter, but owing to certain electrical characteristics which developed, instead of sending the juice out in the field along the wires, Mac jammed it all up in a heap on the rack and excepting a shower of hot brass, copper, sparks, lead and a lot of smoke and putting all the lights out nothing else happened, except Mac's hair stood up straight. Mac opines there must be some kind of a dynamo on the other end of our feeder line down New Bedford way.

Our Engineer-in-charge, Mr. Clifton, is anxiously awaiting tennis weather when he expects to take us out on the court and trim us one after the other. The worst of it is, we know he can do it.

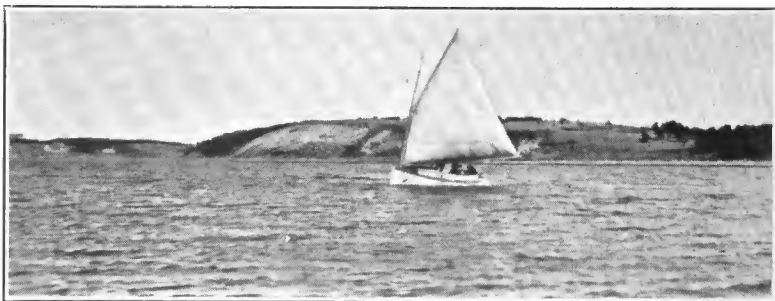
Will those Chatham boys please tell us what this wild rumor is we hear about some of them being fished out of the Wareham creek?

Walter Wagner, has been assigned to this station as rigger. Walter is well liked, and is one of the boys.

CHATHAM

WELL, boys, we ketched 'em!" was the greeting of Freddy Johnston to his wife upon his return from a fishing trip the other day. Mr. Johnston and the Heisers seemed to have had a great time judging by their happy expressions. They caught 101 flatfish, one cod and four skates.

The automobile fever still increases. New additions to the car owner's list are W. F. Webster with his Rusty Tin Can, B. F. Hoard with his Buick Six roadster. Billy Moore has sold his flivver and purchased a new Buick Six Touring Car. Surely looks prosperous. It is quite an ordinary sight nowadays to see four or five cars parked in front of the station.



Some of the boys are becoming experts in the handling of our

newly-acquired toy, the sailboat. Take Roberts for instance. He can sure put her on the beach as neat as a pin. He claims that in case of fire he could beach her and walk home. Of course we all must be drilled in safety first. Eskridge is good also. Took the old *Wampus* out in a snow storm and succeeded in getting nearly a hundred feet before he grounded. However, the boys are having lots of fun.

Work on the tennis courts is well under way. Someone will get a real trimming when they come to our anticipated Lawn Tennis Carnival on or about July 4th. Before passing on we would like to invite our Marion friends to play some real tennis. We all know Mr. Clifton's rep, but it doesn't scare us now 'cause we heard some stories like this about our basketball rivals and we came home with the bacon. We just wanna inform you that as tennis players we have a few that's some peanuts and are waiting for a swat at some of the stars. We are going to take on all comers this season.

Also, Marion, you remember that little sign you wrote about in the last issue of our famous little magazine, the one that was pinned on that ship set over there? Well! we will buy the set. I think we can make good use of it.

We have finished up our basketball season, and although we won some good games, our last game was a defeat, as we lost to the Naval Air Station, who by the way are champions of Cape Cod. We were unfortunate in losing the services of our star player.

NEW YORK

THE engineers at Riverhead are no doubt looking forward to getting started, as at present their time on duty is so uncertain, we having had to hold them till close on midnight frequently. When Belmar reports MUU unreadable it is very noticeable, the broad grin that appears on our Assistant Superintendent's face, when he makes a dash to get Riverhead on the wire to ask to have MUU signals put through. It is almost a certainty that the engineers at Riverhead have made it very unpleasant there for old man static.

Mr. Callahan is quite a busy man here these days. Has constructed a portable loop and erected a receiving set in a very small space in the testing room.

A passer-by noticing the name Radio Corporation, took a good look at the building, then crossing over the street looked up at the roof, then crossed over to the office and enquired how it was possible to receive messages in the building without any visible indication of aerials.

At the recent radio exhibition held at the Pennsylvania Hotel, we were represented by Messrs. Sheehy, Tannenbaum, Gallagher and L. Brown, who took part in the speed test and did very well, taking into consideration the short time they have had of fast working.

We were quite enthusiastic about it and were thinking of buying a glass case for the cup and had almost decided what to fill it with. But better luck at the next one.

Our lady operator, Miss Yelland, is now quite expert with the typewriter and has therefore eliminated a great deal of pencil sharpening and the "let me do it for you." We noticed particularly a young man who was assisting her for a few weeks had taken to face massages and silk socks. However, we do not think Dan Cupid is in the vicinity, as it is quite evident Miss Yelland intends to continue her single bliss for quite some time. As we understand she is particularly fond of turkey and seems to be a good judge of birds. She went into a restaurant and thinking the bill was a little steep called the waiter over and asked him how old the turkey was she had just had. It is possible that it came from a tough neighborhood.

Suppose the sun is not inclined to shine,
The day is dull; it rains or snows—

Who knows?

Don't let the weather worry you at all,
Tomorrow may be fine!

What matter if the road is rough and long,
The fields around of wheat or tares—

Who cares?

Brave company you'll find along the way,
To help the weak be strong.

But if the worried world destroys your creed
And downcast you depart beyond its ken—

What then?

Be satisfied with what you find out there,
'Tis all you'll get indeed!

Old Simon Skinflint boarded a train one day. As the train was full, it took some time before the conductor reached his end. Simon fumbled in his pants pockets. It wasn't there. The conductor smiled pleasantly and waited. Simon felt in his vest pocket and it wasn't there. Then he searched his coat pockets. They didn't produce the tickets either. After a search everywhere the ticket was not produced and the conductor with a menacing attitude rolled up his sleeves and reached over to grab old Simon by the back of the collar and the seat of his pants. Then was it when the old man found the ticket. "Dear me! Why here it is," he cried, as though he had just found it. "I had it in my mouth all the time," and he handed it up. "Bother it," he muttered angrily, "it took me a long time to suck last month's date off that ticket anyway." And the old miser walked on his toes when he left the train to save his heels from wearing down.

A pessimist would test with acid the lining in every cloud to see if it's real silver.

Often conscience is given us as an excuse for not doing what we want to do.

New appointments: Operators Seron, Chaplin and Tucker.

We regret to announce the death of Mrs. Chaplin, mother of our new operator.

A COMING SOCIAL EVENT

RADIOCORP folks will soon be given another opportunity to get together, thanks to the forethought and progressiveness shown by officers and members of the Radio Provident Club and the present committee on entertainment. The members are: Mr. W. D. Grimes, Chairman; Mr. R. C. Hock, Mr. E. Kaminsky, Miss A. M. Bassett, Miss J. Burnes, Miss A. Wishart, Mr. G. Heisel, Mr. W. Eberle.

Hark ye all! that an informal dance will be held at the Telephone Social Club, at 353 West 17th Street, New York City, on May 3d. Everyone in the World Wide Wireless organization who can possibly attend is invited. The price of admission is 50 cents. Tickets may be obtained at the main office, 233 Broadway, from the committee. Employees located at outlying points should 'phone or write to any of the above, and order the number of tickets required.

Remember the date, May 3d—it's on a Tuesday. Come prepared to *dance* and enjoy yourself.

RADIO PROVIDENT CLUB

By the Newsy Reporter

WHAT'S the matter with this gang here anyway? Do none of the girls at the main office eat candy any more and what has happened to the smoking men?

There is something wrong and if you don't know or have forgotten about it, you are again reminded that the profits of the Radio Provident Club are primarily dependent upon its sales activities.

We repeat, the Radio Provident Club maintains a sort of small stores, commissary, slopchest, or canteen service, (whatever you want to call it) for the benefit of Radiocorp folks. Here are the things which are on sale every day and which may be had from Messrs. Kaminsky, Hock, Eberle and Heisel. Visit them at noon or at any moment when you can leave your work, and for goodness sake buy something.

Boxes of fancy candy, and they are excellent candies too, sell from 65c. to \$1.25 a pound. This is exactly 1/3 less than outside prices. Come on, you single fellows and buy your girl at least one box a week; as for the married men bring home a box to the wife, even if it is only the 65c. kind.

Concerning cigarettes, the Radio Provident Club handles all brands, so no matter what brand you smoke you may secure any quantity you wish at a reduction.

The same applies to cigars. Whether you buy cigars singly or by the box of 25, 50 or 100, you again enjoy a reduction.

Some of the Radiocorp people who are located at remote centers, far from the main office, may send their orders by mail. They will be given immediate attention and satisfaction guaranteed.

Sales are not strictly confined to candies and cigars. You may purchase any article whether it be dry goods or otherwise.

Remember one thing, the Radio Provident Club is an organization strictly designed to help *you*, and not any one set of individuals. The profit made on sales is paid out in the form of dividends to members of the Radio Provident Club at the end of each year, or shortly before Christmas.

Come now, show a little action. There are many of you who would be glad to collect a large block of interest at the end of the year, so why not boost this thing along *now*? Fourteen per cent on depositor's money was paid last year. Isn't that enough of an inducement?

RADIO AT THE UNVEILING OF THE SIMON BOLIVAR MONUMENT, NEW YORK

LONG distance radio played an interesting and unique role when the monument to the South American Liberator, Simon Bolivar, was unveiled in Central Park on April 19. Arrangements were made for the transmission of two messages of felicitation from President Harding and from Doctor Dominici, Venezuelan minister, to General Juan V. Gomez, Chief of the Army and President-elect of Venezuela. A special telegraph key for the occasion was installed and Lieutenant Antonio Toro-Key of the Venezuelan Navy, by the manipulation of this key, directly operated the high power station of the Radio Corporation located at Tuckerton, N. J. The message was received at Maracay, the residence of General Gomez in Venezuela. Thus, by the use of radio telegraphy the two countries were placed in instantaneous communication, and the people of Venezuela received notice of this historic event at the actual moment that the ceremonies were in progress in Central Park.

A BALLY LOT OF NERVE

LLOYD-GEORGE certainly is a daring person. If anything was necessary to prove it he has furnished the evidence by raising the telephone rates in Great Britain.

Ever have a bout with a British telephone? If you haven't you cannot appreciate how blessed you are with the 'phone you have here in the U. S. A.

Anyone in London who, without a long wait or a violent struggle, gets the party with whom he wishes to converse over a telephone wire, brags about it for days.

If New York or Philadelphia or Chicago had British telephone service the people would go forth in their fury and pull up the telephone conduits by the roots.—*Commerce and Finance* (N. Y.).

HEAD OFFICE NOTES

C. J. Ross, Comptroller, accompanied by Mrs. Ross, arrived home from Cuba per S.S. *Tolosa*, April eleventh.

George W. Hayes of the Commercial department has returned from a business trip to Mexico City.

E. B. Pillsbury, General Superintendent, recently spent a week in Boston, renewing old friendships.

W. H. Barsby, Superintendent, Belmar, N. J. station, returned from England recently by S.S. *Adriatic* after visiting his old home.

THE ART OF LIFE.—RULES OF LIFE.

THE following propositions and rules suggested to young men for making the most of such talents as each possessed are found in a little book of essays published many years ago with the title of "A Bundle of Papers," under the pseudonym of Paul Siegvolk. The author was Albert Matthews, Esq., a distinguished lawyer of New York City, who lived to be well above eighty years of age. Whether the rules were original with him it is impossible to say. They are introduced with the remark that they are in the language of a distinguished man of wide experience in life to his son. Mr. Matthews was a Christian and in his essays urged the necessity of the Christian faith ruling a man's life.

The whole art of life could be embraced in four propositions:

First—To find out what things you can do.

Second—To choose from among these what things in particular you should do.

Third—To resolve deliberately and unalterably to do this singly, and

Fourth—To do it unflinchingly and unceasingly.

His rules of life were also positive.

First—Cultivate self-sacrifice.

Second—Exercise a determined will.

Third—Preserve equanimity.

Fourth—Lead an active life.

Fifth—Be well known among your fellow men.

Sixth—Look always beyond the present.

Seventh—Nourish an abiding faith in your own future.

Eighth—Aim at every object by direct means.

Ninth—Seek for knowledge always from the highest sources.

RADIO CORPORATION OF AMERICA

SPECIAL ORDER NO. 138

On or about April 10, 1921, the Radio Corporation's Cape Cod marine station will be opened for general public service. Continuous watch will be maintained on 600 and 2200 meters.

Continuous and interrupted continuous wave tube transmitters will be used. (Interrupted continuous wave signals are similar in character to those emitted by spark stations).

The receiving apparatus for all wave lengths is located at Chatham, Mass., as is likewise the 300-450-600 meter transmitter. The 1800-2200-2800 meter transmitter is located at Marion, Mass., same being distantly controlled from Chatham.

Wave Lengths—300-450-600-1800-2200-2800 meters.

Call Letters—WCC.

Coastal station charge ten cents per word, no minimum. Land line charges—same as those applying through our present New York (WNY) station.

Geographical location—

Chatham:	Longitude	70.00.00 West.
	Latitude	41.42.00 North.
Marion:	Longitude	70.46.30 West.
	Latitude	41.42.45 North.

On or about the same date, we shall open to general public service a spark station, receiving apparatus for which will be located at Belmar, N. J., and the transmitter at New Brunswick, N. J.

Wave lengths—300-450-600 meters.

Call Letters—WNY.

Coastal station charge ten cents per word, no minimum. Land line charges—same as those applying through our present WNY station.

Geographical location—

Belmar:	Longitude	74.03.00 West.
	Latitude	40.11.00 North.
New Brunswick:	Longitude	74.29.15 West.
	Latitude	40.30.10 North.

Upon the opening of this station, our present WNY station will be discontinued.

Operators attached to vessels on which the radio stations are operated by the Radio Corporation under rental or service contracts are hereby directed, so far as may be feasible and unless otherwise instructed by the sender, to transmit their shore bound traffic through either of the stations above referred to.

Chatham and Belmar receiving stations are directly connected with our Broad Street office in New York City by special land lines, thus assuring speedy service. Land line rates will be uniform for both stations and will be the same as those applying to a station located in New York City.

Effective May 1, 1921 the ship station rate will be increased to 8c. per word, no minimum, for all vessels controlled by the Radio Corporation of America, except ships operated under contract with the United States Shipping Board and ships on the Great Lakes.

Vessels operated under contract with the United States Shipping Board will continue to apply the 4c. rate.

RADIO CORPORATION OF AMERICA,
By David Sarnoff,
Commercial Manager.

233 Broadway,
New York, N. Y., April 4, 1921.

EASTERN DIVISION

NEW YORK

MR. DUFFY'S secretary has resigned. Ordinarily the resignation of a stenographer is followed by a mere announcement in our journal, but with Florence Stewart it must be different. She is a different type from the ordinary girl. Aside from being highly efficient, she was everybody's friend, and was admired and liked by every official and employee at 326 Broadway.

Mrs. Stewart was in the Radio Corporation employ about two years, and the great popularity she attained among her co-workers was evidenced at an elaborate surprise party held in her honor on the evening of April first. The affair was arranged by a committee of girls headed by Miss Mary Duffy, of the Wireless Press, and was so secretly planned that Mrs. Stewart had not a hint of what was to happen, when, at 7 o'clock she arrived at the office in answer to a clever ruse of a close girl-friend. Upon stepping out of the elevator she found herself surrounded by scores of girls and men proclaiming the surprise that was surely hers.

The place was beautifully decorated and the floor well waxed for dancing. One of the best sights, however, aside from the charming appearance of the dozen, or more, pretty girls, was the big table in the side room laden with good things to eat. Everybody enjoyed the supper and then, after a short social time, the dancing started to the tune of a phonograph and continued until close to midnight.

Mrs. Stewart felt so regretful over leaving the position to which she had become attached, and the good friends she made here, that during the week previous, her eyes were frequently seen to show the effect of tears. However great was her regret, she will be able to look back with pleasure and pride upon the honor bestowed upon her that evening.

Oscar Foy represented this division in the speed receiving contest at the recent radio convention at New York. Mr. Foy copied 44 words a minute and during the entire contest made but three errors, which, even though it did not beat the world's record, is greatly to Foy's credit.

Mr. Foy has worked at every branch of the telegraph industry. He has been with the Western Union and the Postal on bonus wires; railroads on tower and station positions; the A. P., and other press associations, stock wires, race horse wires, cable work and high power radio. On his last trip to sea he attained much publicity upon arrival, over a radio telephone feat he had accomplished.

BOSTON

THE *Camden* is in service again, with H. T. Munroe engineering the QMS set.

The *Malden* has returned from Europe. Fred Salim retains an affection for Marseilles.

R. W. Rice and R. G. Philbrook each turned up in time to be honored with a Form 69 to the *George Washington* for a trip to New York.

G. G. MacIntosh's hopes were running high when he left for Savannah to join the *City of Rome*, only to have his hopes dashed to the ground when the *Rome* laid up again at Savannah. He returned on the *City of Columbus* as a supernumerary, which sounds like next thing to stowaway.

J. M. Paynter scouted all over the *Nelson* to locate an open circuit and eventually found the war-time switch in the captain's room open. Paynter says one such experience on that ship sufficed for him, and Paul Platt got the job.

General Superintendent Pillsbury stopped in at Boston office recently and we were glad to see him. In local telegraphic circles the story goes that Mr. Pillsbury, then superintendent at Boston of one of the telegraph companies, observed one of the crack operators experiencing some difficulty receiving, and stepping over asked, "Can't you get that?" The operator, crestfallen, admitted he could not. He was much relieved when Mr. Pillsbury said, "Neither can I."

SOUTHERN DIVISION

BALTIMORE

WE have installed a new aerial and re-wired the equipment at the Baltimore Polytechnic Institute for the City of Baltimore.

Operator R. G. Curry recently arrived at this port on the *Corvus* and reported his set as being in excellent working condition although he informed us the motor generator bearings were frozen to the shaft. You win the glass golf ball, Roland.

Thomas M. Stevens dropped in to see us on Good Friday, but was quite convinced that said day was a legal holiday in the state of Maryland.

Twenty-six ships operated by the Radio Corporation are laid up at the port of Baltimore. Semi-monthly inspections keep Inspector Richwein going these days.

H. C. Gawler of the Head office with his family of Radiotrons paid us a visit recently. He gave a lantern slide lecture to the Maryland Radio Association at the Central Y. M. C. A. which was enjoyed by over 100 members.

E. B. Foote was detached from the *Clavarack* when she laid up and was assigned to the *Palisades* as junior.

After waiting two months for an assignment John M. Paynter was attached to the *Nelson*. One trip to Mexico was enough and he quit cold at Boston. He said he could not stand seeing the deck buckle a few inches midships. The fate of the sister ships got on his mind also.

GULF DIVISION

VESSELS continue to lay up and as a result A. R. Hamilton is on the unassigned list, having been removed from the *Owego*.

Ray S. Hood is in charge on the *Dauperata*.

James C. Shaw has been taken off the *Cecil County* due to the vessel laying up. Operator Shaw is proceeding to Baltimore and will try to obtain re-assignment out of that port.

Harry N. Misenheimer has been removed from the *Lake Franconia* which has laid up at Orange.

The *Watertown* has been laid up at New Orleans and Operator Richard W. Pritchard has gone to Boston where he will await re-assignment.

A. P. Arlington has gone on leave of absence from the *West Imboden* which will remain at Galveston for several weeks.

Richard W. Henson has been assigned to the *Lake Lansing* vice Diomedé Brillón who has gone on leave of absence.

Thomas Bowen was taken off the *Sapinero* but did not remain on the beach very long due to the fact that he was in the office at the psychological moment when a rush call came for an operator for the *Liberty Land*.

Harold P. Folsom is in charge on the *West Shore*, a Shipping Board vessel recently put back into commission.

William L. Jones has been taken off the *Lake Florian* due to the vessel laying up.

Otto E. Curtis has been replaced on the *Kaweah* by Fred D. McCoy. Curtis has returned to his home in New York on account of ill health. McCoy came off the *Lake Gardner*.

Merton Hatfield has been assigned to the *Lake Gardner*.

L. Guillet has been removed from the *Phoenix Bridge*, due to the vessel laying up.

Louis H. Boizelle has been assigned as junior to the *Coahuila*, replacing George W. Schuman.

Lawrence S. Cusick has been taken off the *Lake Frenchton*, due to the vessel laying up.

John E. Spetzman has been taken off the *Albert E. Watts*, due to the vessel laying up.

John E. McMillan has been taken off the *Western Chief* which is laying up at Mobile.

Harry Hatterman has been assigned to the *Northwestern Bridge* at Galveston.

Carmen E. Call recently proceeded to his home in California from the *Cuyamaca*, which laid up at Mobile.

Walter S. DuBridge recently was taken off the *Derbyline* at Mobile, due to the vessel laying up.

Rex G. Bettis is going out on the *Fairfield City*, a new vessel recently completed at Mobile.

Inspector Elkins has just returned from Galveston where he and District Manager Ellsworth completed the installation of a type SE-1060 set on the *Westland* of the Shipping Board. We have also installed an Audion Receiver on this vessel.

We notice that Inspector Huber appears to be in rather good spirits lately, no doubt due to the fact that there have been a number of calls for repair work on foreign vessels.

THE CRADLE

Born at New Orleans, March 11th, to Mr. and Mrs. Julius A. Pohl, a son, Julius A., Junior, 8 pounds.

Born at New Orleans, March 31st, to Mr. and Mrs. Louis J. N. DuTreil, a girl, Lucy Emma Louise, 7 pounds.

GREAT LAKES DIVISION

CLEVELAND

CONSTRUCTOR ELLIOTT has been kept busy inspecting, tuning and repairing equipment aboard vessels laid up during the winter months; which vessels have already (or are about to) commenced their 1921 race for tonnage.

Constructor S. E. Leonard has changed the equipment aboard the four Harvey H. Brown & Company vessels, installing a revised type Q. M. S. aboard each ship. Leonard has also installed a C-296-B set aboard the *Chas. L. Hutchinson*, one of the new rental contract ships in this division.

Mr. Hayes of the New York office, recently spent a day in Cleveland, visiting at our new offices, during his stay.

Mr. Nicholas, Divisional Superintendent, has recently returned from a business trip which took in Eastern Lake Erie shipping ports.

A. Thomas, District Manager at Chicago, has made several re-installations, also is busily engaged changing the apparatus aboard the whale-back passenger steamer *Christopher Columbus*, installing a C-296-B set in place of the old Q. M. S.

Geo. Noack, who took the *Lakeland* out, opened our bulk freighter season of navigation and started things a-rolling for another busy season.

Old Reliable Bill Kunner is back again aboard the *Carl D. Bradley* as conveyor engineer and operator. This makes Bill's fourth year aboard the *Carl D.* and let's hope it won't be the last—although he thinks differently.

Henry R. Grossman, after rather a strenuous winter in the amateur radio field, has again taken out the stone carrier *Alpena*. Henry has a brand new first-grade license, and looks forward to holding on to it in preference to working long distance on 200 meters.

D. G. McDaniels, purser-operator of the carferry *Ashtabula* during 1920, has again returned to this berth for the present season.

R. W. Eling, who recently laid up the *Alabama*, an all-winter boat, has taken out the *Carolina*, advising he doesn't believe in vacations during seasons of business depression. There's a reason!

Leroy Bremmer, who has been sailing out of the Eastern division, is awaiting the initial start of the *Harvey H. Brown*, to which vessel he was attached during 1918 and part of '19. Bremmer had quite a siege of sickness in Europe about a year ago, but physically at least, is looking very fit at the present time.

N. B. Watson is with us again, having recently taken the *J. L. Reiss* out on her initial trip of the season.

Roy C. Wenning opened the passenger run between Detroit and Cleveland aboard the *Eastern States*, while J. H. Mitchell took out the *Western States*. The two vessels run against each other making it possible for daily sailings between the fourth and fifth cities of the country.

J. E. MacDonald writes in, "Everything fine aboard the *Illinois*."

Wilde Sheets has again returned to our Chicago district, having been recently assigned to the *Indiana*. Wilde spent a few months in the south during the past winter.

Wilber R. Williams has been assigned to the *C. O. Jenkins*, having taken one of the first cargoes of coal from a Lake port this year.

The carferry *Maitland No. 1* is once again honored with the services of Geo. M. Commerford as purser-operator, the vessel's initial trip having recently been made.

Carl Eisenhauser is again aboard the *Samuel Mitchell*, once more plying her trade with *Alpena* as her main port of call.

H. J. Buckley, W. R. Williams, Elmer W. Prenzel and J. A. Goorisich, are still holding down the purser-operator berths aboard the *Pere Marquette* Nos. 17, 18, 19 and 20, respectively.

E. F. Brede started out the 1921 season aboard the *Clemens Reiss*, a one-man ship.

Thos. B. Dancey, after accepting several different assignments that did not materialize, finally landed aboard the *John P. Reiss*.

G. Lyle Stevenson is back aboard the *Otto Reiss*, he having laid the *Otto* up last December.

J. A. Esch, a radio man par excellence, has been assigned to the *Peter Reiss*.

John E. Lind, who claims much service on the Pacific, is now on the *William Reiss*, trading in coal and ore.

Willard J. Ferris, who spent all of 1917 and '18 aboard the *Sir Thos. Shaughnessy*, has again fitted out and sailed on the same vessel.

Enthusiastic Joseph Angsten is contemplating an exceptionally busy season aboard the *A. M. Byers*, this being his second season on this vessel. Joe has recently submitted for approval *existence-sketches* which we hope to have printed in our little pamphlet in the course of a month or so. These sketches uncommonly named, should be of world-wide interest to operators, especially those who have never sailed the quiet waters of the Great Lakes.

PACIFIC DIVISION

SAN FRANCISCO

WE notice a slight improvement in the slack conditions this month from the fact that all the Standard Oil boats have been put back into commission after short lay-ups. Business in general is still quiet.

Ship building is quite brisk but the yards have been given extensions on time on most of the ships, resulting in less activity.

The new Standard tanker *K. R. Kingsbury* was equipped with a P8A outfit and will sail shortly for Tampico. Operator Paul Nesbit, formerly junior on the *Maui*, will endeavor to break some distance records.

A P8A panel set was installed on the *R. J. Hannah*, a 10,000-ton tanker built for the Standard Oil Company of California at the Union Construction yards in Oakland. The *Hannah* is equipped with an inverted L aerial having a natural period of 280 meters. It is probable that Operator Cookson of the *Manoa* will sail on the new vessel about the first week in April.

The tug *Sea Monarch*, second of the Ship Owners and Merchant fleet to be equipped with a 1/2 KW 500 cycle submarine type set, is now returning from Santa Rosalia on her initial trip. Operator Goldsmith is evidently obtaining good results, as her position reports appear regularly in the daily papers.

Two 1/2 KW submarine type sets were purchased by the Alaska packers Association to be installed on their steamers *Kvichak* and *Nushagak* in place of the Kilbourne Clark apparatus previously installed. The fleet is late in going north this year on account of labor troubles.

No new assignments were made during the month, but transfers were plentiful.

C. C. White was transferred from the *Richmond* to the *Santa Rita* and Louis Acton of the *Rita* took the *Richmond*.

Chas. Yankey of the *Brave Coeur* went out on the *China Arrow* in place of Chas. Colby, who returned east.

M. H. Mears returned from the Orient on the *Royal Arrow*. On account of sickness, Wm. Cheesebrough, an old-timer, relieved Mears.

Paul Riese transferred from the *West Keene* to the *Atlas* and Golden Greene from the *Pomona* to the *West Keene*.

R. H. Horn, who went across with the *Asuncion* is now on *Barge 93* and R. J. Cossar of *Barge 93* is operating *Barge 91*. Both barges have been laid up for several weeks.

Charlie Morenus will go out as junior on the *Maui*, relieving Phil Thorne, who sailed on the *Manoa* as senior 24 hours after he arrived on the former vessel. Pretty tough on the little blonde one, Phil?

F. W. Hill returned from a two weeks' leave to junior's place on the *Wapama*. G. E. VanOrder, who took Hill's place during the leave, was promoted to first when Paul Kessler resigned to go east. VanOrder had the same assignment over two years ago, but on account of slack conditions was well pleased to return.

SEATTLE

A CONTRACT was signed during the month for the installation of a 2-KW set at the Alaska Treadwell Gold Mining Company's property on the Kuskokwim River, Alaska. Roy Massey will go north sometime in May, to make the installation. In the meantime, Mr. Barker is adjusting the set for long wave transmission.

J. A. Johnson, ex the *Elkridge*, recently arrived from San Francisco. About two weeks after his arrival we tried to send him to Europe, along with the *Orani*, but Johnson couldn't see signing up for a year, as he said he thought a number of things might happen in that length of time. It being necessary to have a good operator, we assigned William Cook. Cook said he would sign anything, even our re-inventory.

The sub sets we recently installed on the *Admiral Dewey* and *Admiral Schley* are giving excellent results. Bill Nottingham, formerly at the Harbor Department Radio Station, is first on the *Schley*.

The *Admiral Goodrich* went into commission this week. G. C. Hallett is first operator and freight clerk. D. O. Bircher is assistant.

Several changes this month amongst our junior operators: George Hillman is now on the *Admiral Watson*. Elmer Thureson is on the *President* and J. Belling left on the *City of Seattle*.

A good many sour-dough operators are on our waiting list, as

the Alaskan stations are not opening up this year as early as formerly.

PORTLAND

INSTALLATION of a P-5 panel set on S.S. *Swiftscout*, the latest Swiftsure Oil Transport Co. vessel, has just been completed. This vessel made her trial trip of 4 hours' run at sea, March 29th. Ernest Helvogt made the trip as radio operator and had several important radiograms to transmit, one being from the Chief of Police of Portland, who was a guest aboard the vessel. Three more vessels for this line are now on the ways and will soon be launched. Operator R. J. Sharp recently returned from the Orient on S.S. *West Nomentum*, and is visiting his sister while the vessel is laid up for repairs.

H. Y. Ballou of the S.S. *Curacao* had to have his jaw fixed up by a dentist, when last in this port. We sympathize with him for we know the inconveniences of trying to eat pork and beans with a jaw all puffed out as the result of an ulcerated tooth. Better luck next time H. Y.

The District Manager invited operators Hammell and Bidwell, of S. S. *Rose City*, to his home to play bridge, but the invitation was not accepted on the ground that neither of them play bridge, and that they would not feel at home unless the place had sawdust on the floor. However, the invitation is still open.

We had the pleasure of a visit from P. W. Thomas, operator on S.S. *Ernest H. Meyer*, recently.

We think that the climate at Portland is the best on the Pacific Coast.

PORT OF LOS ANGELES

ANOTHER Union Oil tanker, *La Placentia*, is to be equipped with our 2 KW 500 cycle P8A sets within two weeks. This is the second Union Oil tanker to be equipped with our equipment, and from reports received at this office, the installation on the *Montebello* is more than coming up to the expectations of those most vitally concerned in up-to-the-minute service.

Our optimistic prediction relative to the service rendered on the *Montebello*, we feel, has been a dream come true, and we will now return to the placid state of normalcy.

Our City Fathers have requested the writer to label our news column "Port of Los Angeles," instead of "San Pedro," and we just incorporate this suggestion to our amiable editor in a spirit of meekness, thinking perhaps, it might not be amiss to comply with the request, if his type isn't too scarce to make the correction.

News at this port is scarce. We might write some town gossip, but if we did, we would be dubbed a bucolic correspondent, and if we don't write enough, we will be considered lazy.

We have written 175 words by actual count and that should suffice from the PORT OF LOS ANGELES.

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The books described below are of particular interest to men whose work is in the wireless field.

Each one of these books will give you new facts, will broaden your knowledge and increase your earning capacity.

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The Thermionic Valve and its Developments in Radio Telegraphy and Telephony.

279 pages
144 diagrams and illustrations By **J. A. Fleming, M.A., D.Sc.** Price **\$5.00**

Wireless Telegraphy and Telephony

First Principles, Present Practice and Testing.
331 pages
305 diagrams and illustrations By **H. M. Dowsett, M.I.E.E.** Price **\$3.50**

Textbook on Wireless Telegraphy

By **Rupert Stanley, B.A. M.I.E.E.**
In Two Volumes
Vol. I. General Theory and Practice, 471 pages Price **\$5.00**
Vol. II. Valves and Valve Apparatus, 357 pages Price **\$5.00**

Telephony Without Wires

414 pages
250 diagrams and illustrations By **Philip R. Coursey, D.Sc., A.M.I.E.E.** Price **\$5.00**

Radio Engineering Principles

304 pages.
250 illustrations By **Lauer and Brown**
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215 pages.
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VOLUME 2

AT
233 BROADWAY, N. Y.

BY AND FOR
EMPLOYEES



David Sarnoff

RADIO CORPORATION OF AMERICA

233 BROADWAY

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George S. Davis	Edwin W. Rice, Jr.
Walter S. Gifford	James R. Sheffield
Hon. John W. Griggs	Frederic A. Stevenson

EXECUTIVE OFFICERS

Edward J. Nally, President	Hon. John W. Griggs, General Counsel
David Sarnoff, General Manager	Charles J. Ross, Comptroller
George S. DeSousa, Treasurer	Marion H. Payne, Assistant Treasurer
John W. Elwood, Secretary	Lewis MacConnach, Assistant Secretary

Sheffield & Betts, Patent Counsel

William Brown, Attorney

Ira J. Adams, Patent Attorney

Harry G. Grover, Assistant Patent Attorney

William A. Winterbottom, Traffic Manager

Lee Lemon, Director of Traffic production.

E. F. W. Alexanderson, Chief Engineer

Roy A. Weagant, Consulting Engineer

Dr. Alfred N. Goldsmith, Director of Research
140th St. and Convent Ave., N. Y.

Edward B. Pillsbury, General Superintendent

Arthur A. Isbell, General Superintendent,
Pacific Division, San Francisco

Wm. P. Van Wyck, Purchasing Agent

OUR NEW GENERAL MANAGER

AT a recent meeting of the Board of Directors of the Radio Corporation of America, David Sarnoff, formerly Commercial Manager of this Corporation, was appointed General Manager. Mr. Sarnoff will supervise and control the operation of the Corporation's plant and the conduct of its business subject to the direction and approval of the Board of Directors, the Executive Committee or the Chairman of the Board, through the President.

In general, he will have charge of the Corporation's high power, low power and ship stations, and their operations, as well as be responsible for their up-keep and the maintenance of their service. The General Manager will also be responsible for the Corporation's transoceanic communication system; the selling and the rental of apparatus and the solicitation and negotiation of contracts.

Mr. Sarnoff has been Commercial Manager of the Radio Corporation since its organization and is now rounding out fifteen years of service with this Corporation and its predecessor, the Marconi Wireless Telegraph Company of America. His extensive experience covers practically every branch of the radio communication art, which fact makes him exceptionally well-fitted for his present appointment.

Mr. Sarnoff was born in 1891. He began his career in wireless when the art was in its infancy and is considered a pioneer in its development. He served as radio operator at both ship and shore wireless stations. In this connection he accepted all sorts of assignments, one of which included a trip to the Arctic ice fields. From these experiences he was able to get the proper viewpoint concerning the real problems of operators. Later, he was assigned to shore stations, which gave him an insight into coastal radio and the conditions to be encountered. Equipped with this valuable experience he then held the posts of radio inspector, and chief radio inspector with the Marconi organization, and was soon recognized as one of the leaders in the field, on account of his keen insight into the radio situation as well as a sound business judgment of the then comparatively new field.

Successive executive appointments followed; assistant to the chief engineer, assistant traffic manager, and contract manager. This additional knowledge and experience came to Mr. Sarnoff in exceedingly good stead when, in January, 1917, he was placed in charge of the commercial department, where he organized the business end of radio communication and sale of apparatus.

The new General Manager is an electrical engineering graduate of Pratt's Institute and Vice-President and a director of the Pan-American Wireless Telegraph and Telephone Company. He was also Secretary and a director of the Institute of Radio Engineers

from 1915 to 1917, and is responsible for several important and much-quoted papers on the subject of radio traffic.

There is no trick or secret to the rise of Mr. Sarnoff for there are no short cuts to the road of success. It has been a matter of close attention to detail, analytical study to each problem and the standardizing of his activities. As Mr. Nally recently remarked, Mr. Sarnoff has always made it a special point to learn something about the other fellow's job, as well as his own, which today makes him the most logical man to hold the position of general manager. In short, he won because he possessed a mass of information which no other individual had.

The success of Mr. Sarnoff teaches us the lessons of persistence, study of the problems involved in our field, close attention to details, and faith in the future of the radio science.

Mr. Sarnoff resides at Chester Hill Park, Mount Vernon, with his charming wife and two young sons.

FATAL COLLISION

The steamer *Governor*, of the Pacific Steamship Company en route from Seattle to Port of Los Angeles, foundered April first off Point Wilson, Wash., as the result of a collision with the *West Hartland*, of the Shipping Board, bound from Seattle to Bombay, causing the death of ten people on the *Governor*. The collision was caused by a dense fog. Ernest E. Wolcott, Senior operator on the *Governor*, submitted the following report of his experiences:

"I was on watch when the collision occurred, and on looking at my watch, saw that it was 12:01 A. M. I did not leave the radio room, but stood by the 'phone to the bridge in order to receive any orders that might come regarding sending calls for assistance. The lights, together with the ship's main power, went off in about two or three minutes after the accident, leaving the radio room, as well as the rest of the vessel, in total darkness. Then the emergency lighting came on for about three or four minutes longer, when they, too, went out. I changed over to the auxiliary coil in the dark and listened to the *West Hartland*, which had started sending the S. O. S. shortly after the collision, and who was in communication with the Seattle and Victoria Stations.

"Butler, the junior operator, who was off watch and asleep, reported to the radio office shortly after the vessels struck, and I told him he had better get some heavier clothing on and report to the bridge for any orders the Captain might have. This he did, and at 12:20 I called the bridge on the 'phone and informed them that the tug *Warrior* had been dispatched to our assistance. I then received orders from the Captain, through Butler, to send an S. O. S., or to get in touch with any ship that might be near. Up to this time, it was not known what vessel the *Hartland* had struck,

and I then sent the S. O. S. call several times and told Victoria it was the *Governor* and that we were filling fast. The radio room was completely dark, and I could not see to copy anything, but merely listened in for what I could hear.

"At 12:30, the ship began to list heavily to port and the decks seemed deserted, so I rang the bridge for orders, but received no answer. After waiting a minute or so longer, during which time the vessel was settling rapidly by the stern, I again rang the bridge, and receiving no answer, left the radio room and ran to the upper deck. The main deck was under water and a couple of life boats were standing close by. I jumped into the water and was pulled into one of the boats a moment later, followed by the Captain and another member of the crew, who were the last to leave the vessel.

"As we pulled away from the ship's side, she went down rapidly by the stern, and after watching her disappear, we rowed over to the *West Hartland*, which was standing close by, and climbed aboard her, where we were treated royally, being given hot coffee and dry clothing."

A WIRELESS ALPHABET

A is the Anode glowing bright red,
B is the Battery, sure to be dead;
C the Condenser that always leaks,
D the Detector that only squeaks.
E the Electron that hateth man,
F is the Filament "also ran."
G is the Grid that is touching the plate,
H the High Tension that won't actuate.
I The Inductance, much too long.
J is the Jigger, always wrong.
K is the Konstant, whose value we sigh for,
L is the License we didn't apply for.
M is the Mutual wound the wrong way,
N is the Novice who worries all day.
O is the Office where cockroaches crawl,
P is the Patent that's no use at all.
Q the Questions, which rise thick and fast,
R the Resistance which beats us at last.
S is the Starter that never will act,
T the Transformer whose casing is cracked.
U the Unknown that ruins the test,
V is the Vacuum, doubtful at best.
W the Worries which chase us all night,
X's will never let signals come right.
Y the Young Helper who gets in the way,
Z is the end of this rhyme—hurray!

The Aerial

EINSTEIN VISITS HIGH POWER RADIO

Reported by Pierre H. Boucheron

PROFESSOR ALBERT EINSTEIN, the German scientist was given a practical demonstration of high speed transoceanic wireless communication recently which greatly interested him. The demonstration was staged at the great radio station of the Radio Corporation of America at New Brunswick, N. J., under the direct supervision of leading radio and electrical engineers of America. Messages were passing through the station at the rate of 50 words per minute from Broad street office in New York City direct to Europe, the signals being shown on oscillographs.

During the visit, messages were exchanged with different stations in Europe and at the conclusion of the test, Professor Einstein expressed his pleasure and interest at the high perfection of American radio development, and his astonishment at the big scale on which Americans handle such problems as wireless telegraphy.

The day's outing took place on April 23d and was arranged for the noted scientist by officers of the Radio Corporation. Leading engineers and scientists from the General Electric Company, the American Telephone and Telegraph Co., the Western Electric Co., and the Radio Corporation were present. These noted personages are shown in the photograph which was taken in front of the New Brunswick Radio Station and are identified as follows:

Reading from left to right are: Mr. James Casey, special representative of the New York Herald; Messrs. W. A. Graham, W. A. Winterbottom, David Sarnoff, Thos. J. Hayden of the Radio Corporation; Dr. E. J. Berg, Mr. S. Benedict of the General Electric Co., Professor Albert Einstein, Mr. John Carson of the American Telephone and Telegraph Co.; Dr. C. P. Steinmetz of the General Electric Co.; Dr. A. N. Goldsmith of the Radio Corporation; Mr. A. Malsin, Dr. Irving Langmuir, Dr. Albert W. Hull of the General Electric Co.; Mr. E. B. Pillsbury of the Radio Corporation; Dr. Saul Dushman of the General Electric Co.; Mr. R. H. Ranger of Radio Corporation; Dr. G. H. Campbell of the American Telephone and Telegraph Co.; Mr. C. H. Taylor of the Radio Corporation; Dr. W. Wilson of the Western Electric Co.

Early in the morning Professor Einstein went to the Central Telegraph office at 64 Broad Street, New York City. There he was met by Dr. C. P. Steinmetz, Dr. A. N. Goldsmith, Dr. Irving Langmuir, Dr. Albert W. Hull, David Sarnoff, C. H. Taylor and others. At this office Professor Einstein was shown the method of remote control whereby the operators there, control the powerful transmitting apparatus of the New Jersey Station. While he was inspecting the station, communication was established with the radio station at Nauen, near Berlin. In order to demonstrate the efficiency of radio communication. Professor Einstein sent a message of greeting to the officer in charge of the German station.



Exactly six minutes later he received the following reply:

"Many thanks and reciprocations. Most hearty greetings to the great German Scientist.

Officer-in-Charge at POZ."

Shortly after this another message was sent to Count Von Arco, one of the leading German radio scientists. This message was signed by Einstein, Langmuir, Stein and Goldsmith.

This was the first meeting between the noted exponent of relativity theory and American scientists.

A SIMPLE EXPLANATION OF HOW IT WORKS

"Pap," said a colored youth, "Ah'd like you to expatiate on de way dat telegraph works."

"Dat's easy 'nuff, Rastus," said the old man. "Hit am like dis. Ef dere was a dawg big 'nuff so his head could be in Bosting an' his tail in New Yo'k, den ef you tromp on his fail in New Yo'k he'd bark in Bosting. Understan', Rastus?"

"Yes, pap! But how am de wireless telegraph?"

For a moment the old man was stumped. Then he answered easily: "Jes prezactly de same, Rastus, with de exception dat de dawg am 'maginary."

GENERAL ELECTRIC ANNOUNCEMENT

E. P. Edwards, who has been Assistant Manager of the Lighting Department of the General Electric Company for a number of years past, has been made responsible for the Radio activities of the company; his appointment having been announced by E. W. Rice, Jr., President of the company.

Mr. Edwards will have immediate supervision of radio engineering, manufacturing and selling; negotiations with the Radio Corporation of America and other companies, and will in general, direct the efforts of the company in the field of radio communication.

AN APPALLING EXPERIENCE

AFTER eight days spent in an open boat in the icy waters of the North Pacific Ocean near the Aleutian peninsula, terminated by a landing on the bleak and windswept rocks of the Alaskan coast, twenty-seven mariners, the passengers and crew of the Seattle motorship *Kamchatka* arrived at Pirate Bay, Alaska, to report by wireless their safety following the loss of their vessel by fire 200 miles out at sea.

A heroic struggle to extinguish the flames, which made of the oil-laden Siberia trader a raging furnace; abandonment of the ship in a motor launch only after she had burned to the water's edge; battle against wind and frigid storms, with the final saving of all on board through their united endeavor—these were incidents of

the adventure.

The motorship was en route from Seattle to Russia. Brief news of the disaster, flashed by Capt. S. Bertoncini to H. C. Hibbard of Hibbard-Swenson Company, Seattle, owner of the vessel, was as follows:

"*Kamchatka* totally destroyed by fire April 15 in latitude 51:57 north, longitude 154:35 west. Crew abandoned ship at midnight. Safe here."

The *Kamchatka* and her cargo are valued at more than \$300,000. She sailed from Seattle on April 3 on a 3,000-mile voyage to Petro Pavlovsk, Kamchatka, in Russia, loaded with 1,000 tons of general merchandise for the several trading stations of the Hibbard-Swenson Company in the Kamchatka section of Russia.

The *Kamchatka* was equipped with a powerful wireless outfit, and radio messages were received frequently from her. On April 13 the last message was received. Whether the wireless was disabled or burned in the fire two days later is not known.

Origin of the fire is another mystery. From the radio advice received from Pirate Bay the *Kamchatka* was passing that cove, 200 miles off shore, on her regular course to Russia south of the Aleutian Islands, when she caught fire. A heroic battle against the flames was carried on by the crew and passengers, who abandoned the ship at midnight.

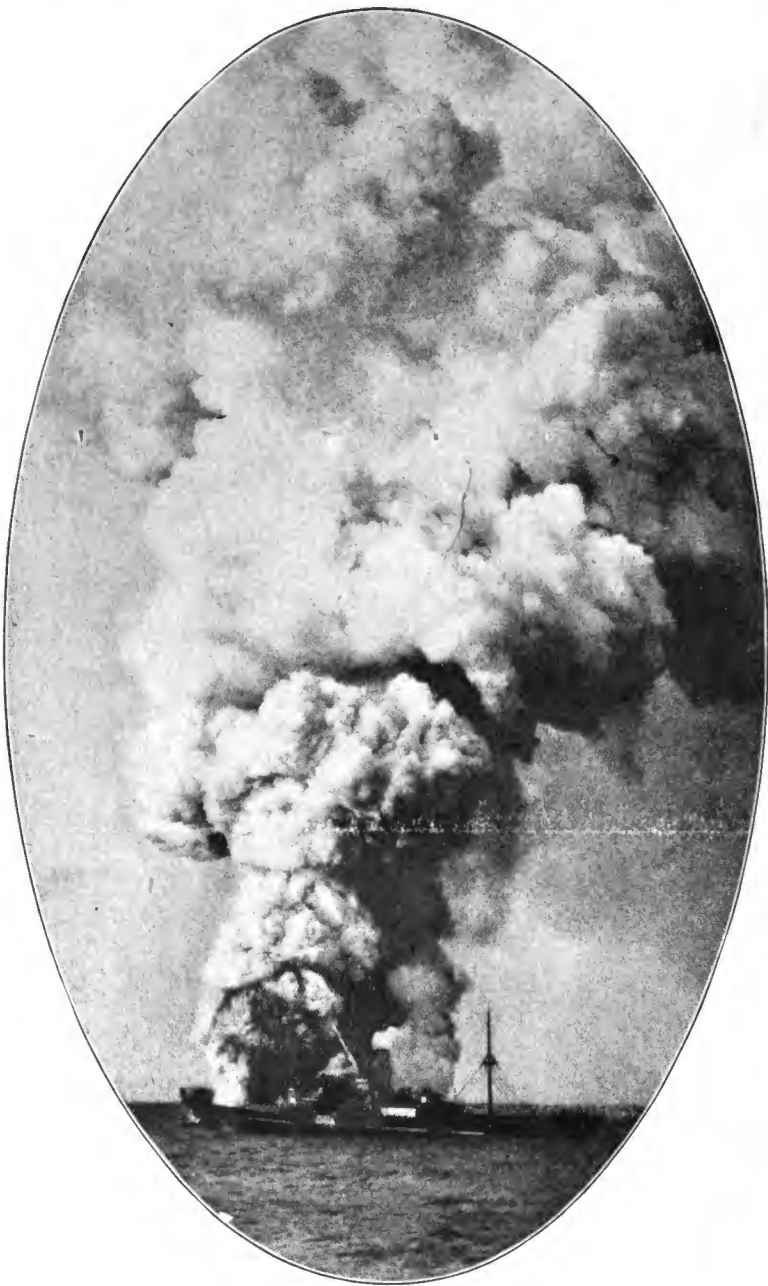
Fortunately the *Kamchatka* carried a sea launch, equipped for travel. The crew and passengers swung the launch to the water from the *Kamchatka's* davits and started for shore. In the cargo of the motorship were seven other launches, two whaleboats and a dory.

The survivors were compelled to battle the elements in their small boat for eight days before they arrived at Pirate Cove. A cannery company at Pirate Cove operates a wireless equipment, and through this set the survivors flashed the news of their plight to Seattle.

How the survivors maintained their food and water supply while making for shore in the 200-mile journey from the burned ship is another miraculous element to the disaster.

This was the second trip which the *Kamchatka* was making to Russia, having been purchased more than a year ago at San Francisco by the Hibbard-Swenson Company. She was then known as the steam whaler *Thrasher*. After having been purchased, she was brought to Seattle and entirely remodeled and equipped with Diesel engines. She was 144.6 feet long, 31.5 feet breadth with a depth of 16.4 feet. She was built in 1883 in Bath, Me., and has seen long service as a whaler in Arctic waters.

The *Kamchatka* had 40,000 gallons of crude oil aboard. She had negotiated 1,300 miles of her 3,000 mile journey when the fire occurred.



THE ILL-FATED TOKUYO MARU

WIRELESS AVERTS GREAT LIFE LOSS

WIRELESS CALLS for help from the doomed steamship *Tokuyo Maru* recently saved the lives of many of her crew and passengers.

Forty miles off Tillamook Head, on the Oregon Coast, with a fierce fire raging in her bunkers, the Japanese steamship was abandoned.

The flames, discovered at 4:15 o'clock, spread with appalling rapidity.

At 5 o'clock, the master, unable to check their progress, was compelled to order all on board into small boats and to leave his vessel.

Previously, a radio call for help had been sent out, before the ship's wireless plant had become disabled.

Instantly, from various places, rescue craft rushed to the scene of the disaster.

When the *Tokuyo's* passengers and crew took to the small boats, a thirty-mile wind was blowing and the sea was violent.

Some of the little cockleshell craft probably would have reached the coast, forty miles distant, but in such a sea others probably would have gone down with their unfortunate occupants.

The radio signal, caught by ships in the vicinity, averted this dreadful disaster.

Less than an hour after the ship was abandoned, the U. S. Army transport *Buford* arrived on the scene and immediately began picking up the boats and survivors.

From other directions, the freight steamship *Santa Alicia* and the steam schooner *Horace Baxter* hastened to the rescue. Had the *Buford* not arrived in time, one of the others would.

This was not the first instance where wireless had prevented great life loss in a marine tragedy occurring off the Pacific Coast, but the value of the radio perhaps never was more dramatically demonstrated than in the case of the *Tokuyo Maru*.—*Seattle Times*.

WISDOM'S WHISPERS

(From the Philadelphia *Bulletin*.)

Poverty and pleasure are not disposed to go hand-in-hand.

Human nature exhibits the same frailty in all languages.

Pride shows many men how to keep in the straight path.

All women have their troubles according to their own whims.

Men who imagine they are great like to declare they are modest.

To a woman there comes a time when she fails to recall the past.

It is not hard to detect the man who is not elated by position.

Some women fancy their taste in dress is close to perfection.

The man of deeds has little time to waste on words.

Give a woman undisputed sway and she will be sure to groan over the burden.

CHASING TIME AROUND THE WORLD

Wireless and Aeroplane Help John Henry Mears to Make the Record

IF any rash jester of the days when the wise ones firmly believed in what they called magic had jingled his bells and said that a man could go round the world while the moon was going through its phases, the answer would have been:

"That's all moonshine."

But if John Henry Mears, representing the New York Evening *Sun*, has not quite clipped the moon's record, he has at least beaten all the globe-girdlers of this planet. The latest of these, Andre Jaeger-Schmidt, took over thirty-nine days for the trip. Mears finished in 35 days, 25 hours, 35 minutes and 4.5 seconds. This was back in 1913. The schedule published before he started was exactly that, minus the fraction, which he lost, greeting his friends at the station in New York. His rival, M. Jaeger-Schmidt, in telegraphing congratulations, declared, "To do better would necessitate abandoning the ordinary routes, utilizing those of the air; it would be necessary to tour the world in an aeroplane."

Probably the most exciting crisis of a journey that was all crisis, was the transfer by hydroplane, from the Pacific into the fog-shrouded continent of America, the other side of which had been left a month before. We will let Mr. Mears himself tell the story, in which the two most amazing inventions of the modern world play a great part:

"The last serious crisis of the trip was at the end of the Pacific voyage. I took to the yacht *Maud F.* off Quarantine at Victoria, being allowed to pass the customs without inspection. The yacht had been cruising about all night looking for the liner. But that night we were fifty miles beyond Quarantine in a fog so dense that the yacht had no chance of sighting us. I spent the night in the wireless house, getting messages about the fog from the Canadian weather bureau. The fog clearing, I went with the *Maud F.* toward Seattle and took the Christopherson's hydro-aeroplane fifteen miles out from that city.

"The change from the yacht was exceedingly risky. It was made after sundown. It was not until we reached the North Pacific pier that I learned that the last man Christopherson had taken flying over Puget Sound was then at the bottom of the Sound. But it was no matter. We had a great flight.

"I crouched along the steel wires holding the canvas by the side of his seat, while I listened to the canvas give with a keen sense of the record America was to lose if the canvas gave way entirely. The first time we tried to rise from the water we sank back with an easy roll, and the next time we took to the air to fly at the rate of sixty miles an hour, while I experienced one of the most surprisingly agreeable sensations of a round-the-world

tour, sensations that were agreeably prolonged by my making the North Coast limited."

Mr. Mears has this to say of the average daily record and of the latitude in which he travelled:

"I made on an average 587 miles a day and twenty-four and one-half miles an hour for the complete journey. The shortest day's journey was from London to Paris, 287 miles. The longest day's journey—though it took only the fractional part of a day—was 955 miles. St. Petersburg was the point furthest north on my route, 60 degrees north latitude. Shimoneseki was the point furthest south, 34 degrees north latitude. The difference is 26 degrees or 1,794 miles, the width of the belt within which my traveling lay.

"The delay at London was not important, but necessitated the elision of Moscow from my route. The *Mauretania* was delayed eight hours by fog. Knowing of my quandary an English aviator six times communicated with me by wireless, asking for the job of carrying me off the befogged vessel to London at the rate of a pound a mile. A pound a mile meant a sum of \$1,500. Not so much the money as the risks of flying with a 'pound-a-mile' sportsman kept me from leaving the *Mauretania* by airship and at that it was only when my friends on board, including Mr. Marconi as well as the ship's officers, pressed the opinion upon me that it was inadvisable to take up the flight after dark. We were off Fishguard at 8 p. m.

"At almost any of the most critical stages of the journey I know that had I learned the jig was up I could have sat down and laughed; for when I was still less than halfway round the world I had seen enough to keep me merry for life."

It is worth noting that Mr. Marconi, by means of whose invention the saving of time was effected on the Pacific Coast, was the counsellor of caution on the Atlantic. There's a time for twentieth century wireless and aeroplanes and a time for primeval prudence.

Early in his trip, the record-breaker secured an authoritative statement from a great shipbuilder as to the probable future speed of great ocean liners, which will have a bearing on the length of time this record will stand.

"Through the accident of my photographing two pretty little girls six and seven years old on the deck of the steamship from Dover to Calais, I learned that my record will not be lowered for many years by any improvement in steam navigation.

"The two little girls stood by the rail of the steamship as we neared our landing. They heard me snap them and they turned, laughing. But the landing was made and I had no time to chat with them.

"Then later on my way to Liege, as I paced the platform at Erquelimer, the two little girls ran up and said, 'Hello. You took our picture.' At that a gentleman stepped forward and offered me his card.

"Are you Mears?" he asked. 'I think I recognized you by your baggage as described in the London newspapers. My grandchildren have been much interested in your voyage.'

"The Englishman was Lord Aberconway, of 43 Belgrave Square, Bodnant, who told me he built the *Mauretania* and the *Lusitania*.

"And probably no more ships as swift as they,' he said, 'will ever be built again. It costs too much to run them and only extra heavy subsidies from the government can make their duplication possible.'

"The Russians threaten to improve the time of the Trans-Siberian railway. This will not be for many years, if ever. Railroad time across the American continent can hardly be shortened. To throw my present record out of joint I figure that Jaeger-Schmidt or I must use the aeroplane from Fishguard to London, from Dover to Ostend, from Ostend to Berlin, from Berlin to Moscow, thus cutting off two days by making it possible to take a later steamer from New York, and this can hardly be before the aeroplane is in a much more improved state, when also my hydroplane flight to Seattle could be improved upon. Viewing the subject from all sides, I expect my record to stand for years."

In spite of his haste—or because of it—Mr. Mears had time to get a witty word from one of the most distinguished of living statesmen.

"Norton Griffiths, member of the House of Commons, desired to introduce me to Sir Edward Grey," wrote the traveller in his diary, "but found that Grey had left Parliament and was away across the square.

"Come on, we'll catch him," said Mr. Griffiths, and he led in a chase that would convince any one that 'dashes' are not confined to globe-circlers.

"Sir Edward, Sir Edward,' he called, and Sir Edward turned around to greet me, as I came up behind the M. P., with this obviously just remark:

"Out of breath already?"

Another entry in that same cinematographic diary makes a New Yorker wonder if there is any kinship between the police that have been putting diners out of Healy's and their Russian brethren. In New York they don't wait till the man is drunk.

"At Ekaterinbourg I saw a drunken Russian being treated for delirium tremens. Six policemen in their gilded uniforms were tossing him up in a blanket very gravely. I was assured it was a sure cure."

Mr. Mears expressed a deep sense of gratitude to the Japanese railroad officials who helped to give America the round-the-world record. One sportsmanlike official wired Mears that he was sure to miss connections at Vladivostock and advised him to change his route. Then Manchurian Chosen Express was held eight hours, losing all its other passengers to gain the privilege of carrying a record-breaker. The Japanese Government Railways made the young American their guest. He wasn't allowed to pay any fare, an example of Oriental tyranny that is not likely to bring on war, More of the traveler's own story, as he gave it in the *Evening Sun*, follows:

"I left Shimonseki Wednesday, July 23, at 9:50 a. m. On Thursday morning at Ninomiya, the general traffic manager of the system, gave me a luncheon which terminated just as we arrived at Yokohama. At every station along the way newspaper men boarded my train and rode a station or two along the route, interested, it seemed, more in my health than anything else, pressing upon me the necessity of returning their sincere bows in great numbers, interviewing me in broken but the most amiable English imaginable. Those newspaper men were the newest of the new journalists, striking in their graces, American in their quick-keen grasp of facts.

"In all I must have been interviewed more than a thousand times in the last thirty-six days, and more than a third of these I should say were in Japan.

"The Canadian Pacific steamship management, fearing I would not arrive in time for the *Empress of Russia* sailing, had advertised a postponement to 6 o'clock. I arrived at 1 p. m. All my care departed, for I was ahead by a couple of hours of even the regular sailing time. My railroad friends took me to Tokio meanwhile, where we visited for an hour and five minutes.

"On my return to Yokohama I had a ride in a jinrickshaw or Pull-man-car. The last interviewer who saw me in Japan asked me what I considered the pleasantest part of my journey, and when I said the part of it that laid through Japan, he was immensely pleased, and once more inquired concerning my health."

And the bill? Read on:

"To analyze my chief expenses: First, there was my 'round-the-world ticket,' which cost \$565.28. That included the fares for all stages of the journey except those between Paris and St. Petersburg. The fare from Paris to Berlin was \$22, the sleeper \$6.43; from Berlin to St. Petersburg \$30.12, with the sleeper there costing \$8.25. Owing to my change of route from Harbin to Yokohama, there were extras amounting to \$12.20, which, with sleeping car costs in the United States of \$5, brought the total cost of transportation up to \$662.28.

"Then there were meals—they cost, with tips, \$46.38. That sounds too little? Well, remember the steamship passages include

meals. You know there are men (I'm not one of them) who save money by crossing the ocean; their meals cost more in a week in New York than the fare; so they get the trip thrown in.

"The meals for the nine days on the Trans-Siberian Railway cost \$30.05—the tips were \$3.40. Then there was dinner on the train from Calais to Paris, \$1.80; dinner on the way from Paris to Berlin, \$1.65; breakfast, from Berlin to St. Petersburg, \$1.05; dinner, \$1.80, and breakfast, 90 cents. Add to that the meals from Chicago to New York, \$4.05, with tips averaging 15 per cent., and you get a total of \$46.38. If I hadn't been out record-breaking there would have been a couple of more meals, that the every-day passenger would have had to pay for, but at which I was a guest.

"The tips were mostly in the natural order of the average traveler's experience—dollars, half dollars and quarters for the services of porters at stations, etc. Then there was \$14.75 for the people on the *Mauretania*, \$7 on the *Empress of Russia*.

"Many Europeans expressed complete astonishment that I should attempt to get round the world in record time having the use of only one language. I did not find the lack of other languages a serious handicap, for the reason, of course, that English is spoken so widely and because of my good luck in falling in with capable linguists."



MEMORIAL FOUNTAIN—NEW YORK

THE NEW EXPRESSIONS RADIOGRAM AND VIA R. C. A.

COMMUNICATION FROM OUR PRESIDENT

To the Staff and all Employees:

I wish to bring to your attention two new and important expressions having to do with our trans-ocean and marine services.

The first is our change from the expression "Marconigram" to "Radiogram." Briefly, the reason for this change is that the word RADIOGRAM ties up with Radio Corporation of America, and our new routing designation of "Via R. C. A."

As an effective and distinct adjunct to RADIOGRAM we have adopted the slogan VIA R. C. A., meaning via the system of the Radio Corporation of America.

Our messages will, therefore, be known as RADIOGRAMS and they will be routed VIA R. C. A.

*President.*

May 20, 1921.

OUR HONORED DEAD

In accordance with our annual custom a committee of Radio employees headed by Superintendent Duffy of the Eastern division, placed a handsome floral piece on the wireless fountain in Battery Park, New York, in the name of the Radio Corporation, on Memorial day. The tablet now carries the names of sixteen of our associates who perished at sea.

MONEY IN CIRCULATION

Money in circulation in the country on November 1, 1920, reached a new high total, exceeding by a considerable margin the amount of money in circulation in previous months. Estimates announced by the Treasury Department place the amount of money in circulation no November 1 at \$6,393,140,821, as compared with in circulation at \$6,393,140,821, as compared with \$6,297,765,298 on October 1 and \$5,816,925,779 on November 1 of last year.



To a man who proposes to achieve success in the world, nothing is more important than the saving of time. Time is the great thief—what it takes from us we can never replace. The great men in the world have never been time wasters—they have always been one day's march ahead of the mass. Frederick the Great rose at 4.30 every morning and attended to his correspondence before breakfast. Napoleon Bonaparte only averaged four hours' sleep. Benjamin Franklin could not afford to waste a minute. When he took a bath, he placed a rack over the tub so that while he was in the water, he could read a book. Voltaire was an incessant worker. Voltaire was a contractor and great manufacturer, as well as a great writer. He usually dined at 9 o'clock at night and was continually late to dinner because he could not leave his tasks. Thomas A. Edison works eighteen hours a day. A story is told of him that the day he was married, he went to his laboratory, got to work on an experiment and forgot all about his bride until some of the wedding party dragged him away to the ceremony.

THE DEPENDABLE MAN

By J. Ogden Armour

THERE is a type of man who is built for success. He may have genius or just ordinary talent—no matter. The point is that he always "arrives." While others plod a weary way, he gets ahead.

Those who take note of his progress often cannot account for it. So they say he is lucky. Or they whisper it about that he has a pull with the boss. But the secret is deeper than that. He is a man who is absolutely dependable.

Make yourself dependable, and you come as near being indispensable as any of us can hope to be. You will be the last one your employer will wish to part with, and the first one that he will want to promote to greater responsibilities.

But do not be deceived. Dependableness is a rare accomplishment—so rare that every executive is on the lookout for it wherever it may be found. It cannot be acquired by wishing for it. It is the prize that comes from self-mastery.

What is a dependable man? You can tell him by these earmarks:

First, he is one that you can rely upon to do his own thinking. Business requires thinking, and someone must do it. The dependable man never sidesteps his share nor tries to pass it along to someone else. You always find him on the alert. His brains do not flit away on vacations, leaving his job without a guardian.

Next, he is one whose judgment you can trust. He doesn't do foolish things. He knows his own abilities; and, not being conceited, he is equally aware of his own weaknesses. He has the happy faculty of understanding other people's viewpoints and of seeking their advice when he ought. Also he knows when to act on his own initiative.

Finally, he is a man you can listen to, taking stock in whatever he says. You are sure that he speaks only after due reflection. He does not talk to the galleries or for the purpose of grinding his own ax. He makes his suggestions and pleads his cause solely in the interest of the business.

Such a man is safe. Important duties may be entrusted to him and he will handle them with diligence, good sense and earnestness.

If you are looking for the quickest route to opportunity, learn to be this type of man. There is no better time for sowing the seeds of dependableness than the dawn of the New Year. This is when one should take inventory of himself and set out to attain these qualifications which are essential to success.

BE DEPENDABLE—a burden lifter. By lightening the anxieties of those who must give account of your doings, you will make yourself their favorite. And they will help you achieve your ambitions.

NEW YORK

LOOKING down the operating room the uninitiated wonder why there are several operators adorned with telephone headgear. The answer to this is that Broad Street is now receiving direct from Lafayette Station, France (LY), also receiving from Towyn, Wales (MUU). Direct reception at New York enables the Central office to expedite the delivery of messages, also cuts down the percentage of errors bound to occur by extra transmissions. It is expected that in a short time New York will take over the reception of MUU. for 24 hours daily, and upon the completion of the Riverhead receiving station, maybe a few more.

The Research Department has installed a new siphon recorder at Broad Street, which has given very satisfactory results, enabling us to keep a complete record of our incoming signals. A loop aerial has also been installed by the Engineering Department, which enables us to listen to our outgoing signals via New Brunswick and Tuckerton.

We welcome to Broad Street Messrs: Henderson, McClellan, Kelly, Fulton, Mathews and Tuthill, transferred from Belmar. We expect more of the Belmar staff in a short time when we finally take over all the transatlantic traffic of that station.

The only complaint so far heard from the incoming Belmar

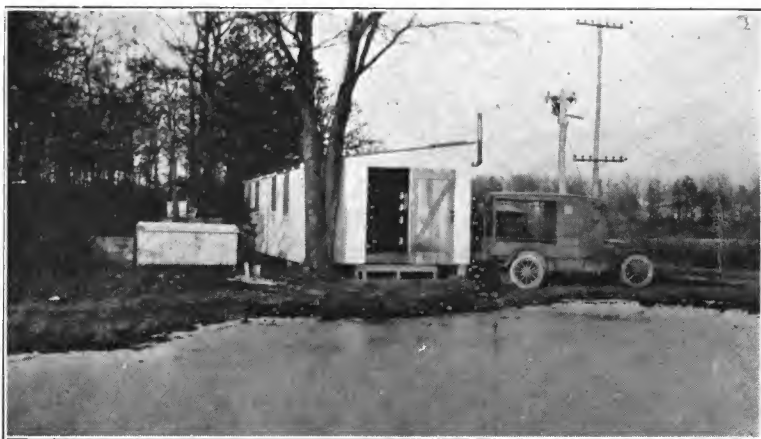
men is that they cannot hang a fishing rod out of the window while they are working.

Quite a few of the staff have been laid up with the influenza, but all are back again with us, except Reggie Mason, who underwent an operation lately, and is, we are pleased to hear making progress towards recovery. We shall be pleased to see his smiling face amongst us once more.

Resignations:—L. Brown, Junior operator.

C. Thomas, RQ. clerk.

RIVERHEAD



EXPERIMENTAL STATION

HELLO folks! Guess you know where Riverhead is by this time, what? Someone asked us the other day if we had killed static yet. We may not have killed it but it sure is most awfully sick.

We are having quite a lot of excitement these days. A large tract of land has been purchased adjoining the site of the present station and rapid strides are being made on the erection of The New York Central receiving station. The cellar excavation has been made and foundations are now going in. It is very beautifully situated in a grove of trees with a large pond nearby and while it is in a rural setting, it is but a very few minutes walk from the center of Riverhead. The station will be so constructed, that it will not only be very efficient, but provides for the comforts of the engineers who will operate it.

Not very long ago, this project was looked upon as an idea of the distant future, but before the realization can become firmly fixed in our minds, it becomes a pleasant reality, for even now we

are putting Carnarvon's signal through to New York for a few hours each day.

A. B. Tyrrell has arrived in our midst and is getting *hep* to *them static*. Abe Moulton is temporarily located at Belmar, shooting bugs. TY wishes him luck. We have been pestered with numerous telephone calls since Moulton's leaving and advise that unless he come back soon, we will have to appoint a substitute.

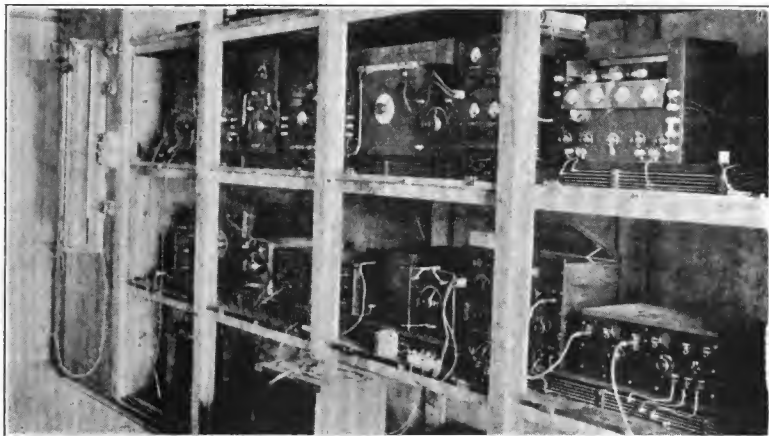
After sitting up until four in the morning, listening for POZ's phone for a couple of nights, Beverage requests that Nauen carry on his tests at a more reasonable hour. Bev is a busy man these days and can generally be found somewhere between Riverhead and Rocky Point, fixing a tire. The other day he ran down three chickens on the way over. The kind with feathers on, we mean.

We have been doing some detective work down here of late. One morning we found a number of hairpins in the back of the flivver and upon inquiring who had used it the night before found that one of our gang had taken a little ride to Great Pond! To clap the climax, the hotel proprietor said he wished that _____ wouldn't keep his hired girls up so late at night.

One thing that puzzles us, is why Leuteritz goes around firing a toy rifle into the air. Surely he can't expect to kill static that way!

About all we see these days of Olesen, is a cloud of dust and a rattle as he goes past our shack. We don't have time to say, "Here he comes," before someone says, "There he goes." MacDonald thinks Long Island is a wonderful place and describes it as a small island, lying off and isolated from the United States.

We also believe that Mr. Weagant doesn't work all night of



RECEIVING APPARATUS

late, as we observed Mac and Leuteritz at the movies for once. Sat in the box seats too, b'gosh.

We beg Leuteritz's pardon. We now know that he doesn't visit his grandmother in Brooklyn because he brought the young lady down for a brief visit. Lucky boy, Hugo. If there are any more like that in Brooklyn, we know where we are going to spend our vacation.

Mr. Pfautz spent a few days with us, learning the whys and wherefores of our apparatus, before taking up his duties of receiving engineer at Belmar.

We take great pleasure in welcoming Messrs. Crapo and Purdy of the J. G. White Engineering Corporation, who expect to be with us for some time.

Among our recent visitors were: President Nally, Messrs. Reoch, Winterbottom, Griffiths, Kroger, Edwards, Day, Hammond, Lush and the Polish technical representative.

NEW BRUNSWICK

HERE we are again fellows, and wide awake although it is rather hard to get up mornings with an attack of spring fever and the glorious thoughts of the Polo grounds where the old pill is swatted around forty miles away from New Brunswick. "Ain't it a grand and glorious feeling."

The rain sure did come down the first week of May and also a couple of our counterpoise wires. Funny part of it was that after getting our old Henry started back for home from No. 6 tower at about 3:00 A. M., it became stuck in the mud so we had to abandon it and walk, old E. C. heading the parade.

E. W. Jordan is certainly delighted with his new Studebaker, almost as much as Canning is with his Ford runabout. Canning is doing his utmost to make it look like a real car; painted it, new lights, numerous switches, etc., etc. If he feeds his car the same as he did the boys here, he will sure go into bankruptcy. Some appetites!

Chief Electrician W. F. Welch, formerly of this station and of "Test" G. E. Co., who died of the flu during the war has been honored by the Trustees of Carnegie Institute of Technology. One of seven dormitories at Carnegie has been named Welch Hall. A memorial statement of William Welch's personal, scholastic, student activities and military records, with a photograph, will be properly and permanently placed with the dormitory. On the outside of the building will be placed a small bronze tablet carrying the words, Welch Hall.

The choosing of William Filler Welch as one of the seven men to have their names given to the seven dormitories is an honor which can scarcely be surpassed at Carnegie Tech. It indicates the splendid character and sterling worth of William Filler Welch.

Who said vacation? When are those reliefs coming? It will be great to be able to sleep a whole week or two every night in, then get up and stroll down the boardwalk somewhere. Ask Ed. Garretson, he has had his, not on the beach, but way back in Middletown, N. Y. Look out, fellows, for those summer vamps work fast and now we have a vacant room in our hotel, our old side-kick Ed has returned with a bride. G. J. E. and J. L. F. take notice. Congratulations from the staff. Now we know why that car was all cleaned up and painted.

Mr. and Mrs. Rowell, our hotel experts, are going great. When we say experts, we mean it, for when that bell rings, the great rush does not mean fire but simply a signal to get at those tempting dishes.

CHATHAM

EXTRA SPECIAL. The fur-lined teacup changes hands. Now that Meacham is no longer in the employ of the Corporation it seems no more than right that this trophy should pass into the hands of W. F. Webster to have and to hold forevermore. The best of it is Webster can smell and Meacham couldn't, and to make matters worse the bottle was labelled with three inch letters "H Y P O". Nuf sed.

Roberts continues to burn up the road in his Paige. He was going so fast the other day that when he passed a Ford, the rush of air completely turned the Lizzie over. Hope it doesn't cost Roberts much. It is a fact though that he is looking for overtime again. Roberts says "it was a hole in the ether."

A recent inventory of the cars on the stations shows: Roberts' Paige car temporarily out of the garage, the Eskridge-Rigby Overland last heard of in a deserted farm yard near the Cape Cod Canal, Webster's Studebaker on the way to the garage behind two mules, Barrett's Ford lying upside down in the gutter on the bay side of the state road; but notwithstanding the foregoing the Company's Ford goes on forever.

Barrett met with an unfortunate accident while trying to teach Golder to drive his flivver. Immediately after the accident Barrett's leg was seen sticking through the windshield, while one of his arms was protruding through the roof. We regret to state that Barrett is now hors de combat. It only scared Golder out of several years' growth.

J. Luke Lynch is now on his vacation in New York. He took his sandy moustache and Buick car with him. We wonder which he prizes the most.

Our ambitious Superintendent, desiring to assist the Receiving Engineers in their multitudinous duties during the operating building changes, spent a large portion of one Sunday forenoon in removing the fan from the blower motor, and felt very much satis-

fied with the accomplishment thereof. NOTE: The motor is now being sent to the manufacturer for repairs.

During the absence of Receiving Engineer Coffman's better half, Coffman is trying to burn his way through to China by means of a soldering iron, but flooring doesn't solder very well, so he is applying to local contractors for bids on repairing floors. "Oh, my soul, ain't that awful." We request Belmar for information as to where more of Meacham's trophies can be purchased.

Brownlie is running around brandishing a tomahawk looking for someone who stole his tools, and he swears he won't have his hair cut until he finds him. Have a heart, Webster.

In connection with repairs to the drainage system the grading of the lot in the rear of the mess quarters for a baseball diamond is much appreciated by the staff, and games are in progress almost any hour of the day.

The tennis courts are being repaired for the summer season, and already one of the courts is in fine condition and ready for playing, several sets being played daily.

BQ: Page 20, 1st paragraph, 2nd word, our contribution to May issue of our little magazine should read "*Bums*" instead of "*Boys*."

The house party held recently at the cottage of Mr. and Mrs. Johnston was much enjoyed by all present.

We wish to welcome O. P. Deighen, I. Carter and H. R. Jordan to the station, and regret the departure of C. G. B. Meredith and S. Freedman, whom we wish all success.

R. N. Kay has succeeded Doc Flood as Mess President. Flood made a huge success of his work as Mess President and placed the Mess on a business basis, and too much credit cannot be given him for his untiring efforts in the interest of the men of the station.

Thus endeth the battle of Chatham.

MARION

SHIFT Engineer MacGeorge has acquired an automobile, and it has gone through various stages of overhauling since its purchase. It is at present undergoing a severe painting in between the frequent showers of rain we have recently been treated to by the weather man. The car stands outside in the rear of the hotel, and does not seem to associate itself with the other cars which are parked in the powerhouse garage. There has been heard a rumor that Mac put it there for the iceman to step up on, so he could put ice in the box, no ladder ever being available for this place. Another rumor has it that this car is for exhibition purposes only and that it is to be put on exhibit at the Marion museum. A careful census of every one at the station fails to reveal anyone that has ever seen the car run, and although Mac says it does, he

seems to move in the dead of the night when all are asleep. Mrs. Higgins, who is the nearest to where the car stands, swears that she does not know whether it ran in there on its own power or was towed in.

Mr. Snell, our gardener has lately been presented, by one of his many pet dogs, with a freak of nature. Included in a litter of pups was one little fellow with three ears. The third ear is directly under the dog's left eye. We do not think this was caused by the mother dog trying to listen in to the radio signals, as they were punched out from Chatham.

On April 17th, the writer and family, along with Shift Engineer MacGeorge were invited to a real old-fashioned New England Sunday dinner. The dinner was given at a Mattapoissett home. To say we were treated royally, would be putting it mildly. A great feast was served, and all the mysteries of farm life were shown and fully explained. We won't admit it, but there was at least one in the party who had never seen an ox before. When the dinner was over, it was easily discovered just who was Mac's boss, for he was told to don an apron, and dig in and dry those dishes. It is our regret that we were unable to get a photo of this event, but he was there alright, sleeves rolled up, 'n everything.

While the governor doesn't swear, still, he has been thinking a good deal lately about the weather. It's just this way: he likes to play tennis, and it can't be done when it rains every day, and then some.

We are preparing to take our vacations early this summer, on orders from the New York office. H. W. Sparks starts his Monday, May 9th, and will be away for two weeks. He expects to visit his brother in Washington.

We wish to extend our sympathy to Alternator Attendant White in his recent loss through the passing away of his mother.

We are indeed very glad to report that Mrs. Jim Rossi, is up and around and proudly exhibiting little Nell to all of us. In fact, there was quite a mothers' meeting in session the other day, when Mrs. Cumming, and hers, Mrs. Rossi, and hers, and Mrs. Higgins,—well, hers are older, but then I do think there were three cats and two dogs belonging to the latter lady there on the scene. This meeting was being held in the rear of the hotel out in the yard, and in the little sunshine we have been blessed with this past month.

Mrs. Clifton has been seen out in her garden, and from the appearance of the plot, she is going to have quite a bountiful supply of vegetables this summer.

Mr. and Mrs. Campbell have been seen spicking up around their cottage, and it certainly looks nice over in that direction. These cottages help wonderfully to add beauty to the reservation.

The new two K. W. bulb set, for the two thousand meter work,

controlled from Chatham, is now in successful operation, and from all reports is doing excellent work.

Jim Rossi and Cumming never say much, but it has come to our attention that they are planning to go into the wholesale garden truck business. They've got nearly all North Marion plowed up and from exact measurements, when the plot is fully up, there will be enough garden truck to feed New Bedford, Mattapoisett, Fairhaven, Marion, Tremont and Wareham, with a possibility of the outskirts of Onset and Buzzards Bay.

Jim says the six hundred meter antenna might have been small, but not so with this garden.

JOY AT THE RECENT RADIO CORP DANCE

By the Newsy Reporter

YES, folks, the Radiocorp dance given by the Radio Provident Club, took place as per announcement in the last issue of our magazine. Everyone turned out, in fact it looked very much as if every holder of the two hundred tickets sold was present.

An interesting incident connected with this affair was the birthday anniversary of Mr. Pillsbury which, as luck would have it, took place the same day. Incidentally, some of the girls of the committee with culinary aspirations, undertook the manufacture of a birthday cake with sixteen candles which resulted in considerable comment as to the right number; some claiming it was three times sixteen, but our genial General Superintendent refused to answer age queries.

Among those present at the dinner, we had with us, ladies and gentlemen, several prominent comedians who furnished the fun and laughter between courses; Messrs. Sarnoff, Pillsbury and Kaminsky being prominently heard from. Some very fine music was also furnished by Mr. Pillsbury, who had taken the precaution to bring his piccolo. Up to the time of going to press, we have not been able to ascertain the names of the tunes played.

After the dinner, we all stepped into the dance hall which is on the floor below in the well-appointed Telephone Society Club house. Everyone present certainly enjoyed themselves and danced to their hearts' content. Some remarked that the unusual amount of energy displayed was directly attributed to the punch bowl which was very popular during the whole evening. Mr. George Washington Jefferson Brown who presided at the bowl was kept so busy refilling it that he was seen to collapse behind the bar when the hour of midnight approached. After that everybody went home.

It is to be hoped that dances and get-together meetings of this kind will occur frequently during the year, for it affords an unusual exchange of social greeting between officials and employees

of the big Radiocorp family.

The Committee has just sent the editor a telegram expressing their appreciation of the work done by Misses Ann Sloyan and Irene Frimark of 326 Broadway and 64 Broad Street, respectively, who between them sold 125 tickets.

HEAD OFFICE NOTES

At a special meeting of the Board of Directors, held April 29, Mr. David Sarnoff was appointed General Manager of the Radio Corporation.

A complimentary dinner was tendered Mr. Sarnoff at the Hotel Astor, May 5, by the heads of departments, twenty-five being present. Addresses were made by Mr. Nally, President, Mr. DeSousa, Treasurer (who acted as toastmaster); Mr. Ross, Secretary; Mr. Alexanderson, Chief Engineer; Dr. Goldsmith, Director of Research; Mr. Weagant, Consulting Engineer; Mr. Brown, Attorney; Mr. Lemon, Director of Traffic Production; Mr. Porter, General Superintendent, Marine Division; Major White, Vice President Wireless Press, and Mr. Sarnoff responded.

At the annual meeting of stockholders Mr. John W. Elwood, of New York, was elected Secretary.

Mr. G. E. Baxter, Superintendent, San Francisco, was a recent visitor at the executive office.

Mr. W. A. Winterbottom, Traffic Manager, sailed on the *Aquitania*, May 5, for a business trip to England and the continent.

Colonel C. H. Nance, accompanied by Mrs. Nance, sailed for Buenos Aires on the *Vasari*, May 7.

Mr. E. F. W. Alexanderson, Chief Engineer, returned from an extended trip to Europe on the S. S. *Caronia*, April 24th, during which he visited England, Germany and Sweden.

An association of officials of the Radio Corporation has been formed to be known as the Static Club, with Dr. A. N. Goldsmith as President. Mr. G. S. DeSousa as Treasurer and Mr. E. B. Pillsbury as Secretary. Frequent meetings will be held for social intercourse and mutual improvement along co-operative lines.

EASTERN DIVISION

NEW YORK

AN interesting romance between one of our popular ship operators and one of the prettiest girls in the offices at 326 Broadway began a few months ago with the operator's reporting at the M. R. I. office, increased in fervor during his stays in port between trips, and culminated in a marriage on May 9, when the dainty Miss Frances C. Kresy became Mrs. Albert P. Muller. All the girls from the several offices, and a few of the men, attended the wedding, which took place shortly after 5 o'clock in the rectory of a nearby church. Edward R. Kresy, a brother of the bride, acted as

best man and Miss Helen M. Brodie, of the M. R. I. accounting department, was bridesmaid. The young couple have our very best wishes for a long and happy married life.

This wedding between two well-known Radio Corporation people recalls several others of similar nature which have occurred in the past, notable among which was the case of a former superintendent of the marine department marrying a clerk in his office, and another event where an ex-land station manager married the telephone girl at the main switchboard in the head office.

This month's honorable mention falls to operator James R. Wills. The following letter, which originated at the Norfolk office of the Shipping Board and was sent out from the head Shipping Board office at Washington, explains itself:

"After being paid off, the operator, J. R. Wills, reported to this office, when it was learned that he had served continuously aboard the *Lake Ennis* for three years. His set was in fine shape, which in itself could be considered a rarity as it is a Simon, which most operators would rather help deteriorate than take care of."

The following little ditty was written by none other than the famed poet-operator, Edward B. Ross. It was dashed off on his last trip on the *Santa Luisa* and the incentive may be traced to his junior, Anderson Offutt. At any rate it was handed in for publication, so here goes:

Tune, tune, you little ham;
Press your key and let'er jam.
Broaden up your wave a bit;
Keep it up—you'll make a hit.
Shoot on full power and look at your map.
You see it's only half a mile, or so;
Don't matter if he's busy—let'er go;
Send it to him as fast as you can;
We all know you're a high-speed man.
If he tells you to QRT,
You should worry—send it three,
Four times or more. 'Twon't hurt a bit;
Give him an SK and finish it.

It must be nice to have the ability to write poems like Mr. Ross and it is a real gift to have such inspiration come so easily.

Carl J. Koegel is again in line for publicity. In the past we had occasion to speak of him as the hero of sinking ships; there have been other occasions of his performance of meritorious radio work, and there have been various things that have brought him into the limelight; but this time it is simply his action as a man.

Mr. Koegel, although now out of our service and at present conducting a successful bakery at 292 Central Avenue, Newark, N. J., is mentioned here as a man whose honesty is A No. 1, as can be seen by the letter following. As far as he knows, up to the pres-

ent writing, there is nobody who has any intimation of this act except the man to whom he addressed his letter enclosing a wallet, containing \$55.00, which he found. Mr. Kauf, who is Chief Steward on the *Lake Markham*, showed the letter and the wallet to the radio man, who made a copy of the letter and mentioned it while in this office. Here is the letter:

“SS *Bessemer*, Fall River, Mass.

“Mr. G. H. Kauf:

“I am returning to you the enclosed wallet with everything intact as I found it in front of an elevator in the United States Shipping Board offices in New York. At the time I was in a rush to make the *Bessemer* before sailing so I am returning it to you now.

Yours,

“C. J. KOEGEL,

“Radio Corporation of America.”

Excellent radio work was done in the middle of the Atlantic one day last month when the Chief Engineer of the *West Hembrie* was taken seriously ill and the captain called upon the *Pocahontas*, of the United States Mail Line, to have one of the two doctors aboard prescribe. As a result of the several messages that were exchanged it is believed that the Chief's life was saved. The first message indicated that he was in great pain and that he had considerable difficulty in breathing, but the final message ends with: “Thank you sincerely; will remember you in our prayers.”

In speaking of the occurrence to reporters of the press upon arrival in New York, Dr. Michael Lanza, junior surgeon of the *Pocahontas*, said he valued that final sentence of the last message as better than a fee.

Both the *West Hembrie* and the *Pocahontas* carry Radio Corporation operators. Norwood R. Kidd was on the *West Hembrie* at the time and the personnel on the *Pocahontas* was E. D. Bamburakis, chief; Adney Wyeth, second, and Anthony Tamburino, third.

A change was made on the *Pocahontas* on her last trip in New York. Adney Wyeth, wishing to transfer to a short run, went as junior on the *City of St. Louis*. Anthony Tamburino, who will be remembered as a former Head Office man, was promoted to second at the solicitation of the Chief Operator, and J. R. Donaldson, a man who was wounded in the trenches in France and who was formerly junior on the *Philadelphia*, went as third.

A certain executive at 326 Broadway, whose initials are M. L. B. showed his heroic trend of mind during the past month when he got married. He has requested that we not speak of it, so we won't. At the same time, though, we are hoping to see the announcement in another section of this journal.

BOSTON

A. T. Barber and F. C. Justice are on the *Calvin Austin*; G. E. Travis and R. G. Philbrook on the *North Land*, and R. W. Rice is on the *Ransom B. Fuller*. Rice says it's Handsome B. Fuller. Hi!

Assistant General Superintendent Stevens, Marine division, made a brief stop at Boston office on his way to New York from Cape Cod. The boys will be glad to know that WCC is moving business to suit the most critical.

G. W. N. is fooling around CW, anywhere from 200 to 400 meters, trying to raise Mr. Gilpin at Norfolk.

Gordon Macintosh is on the *J. E. O'Neil*, recovering from the effects of his adventure on the *City of Rome*, which proved a financial disaster.

Mr. G. E. Baxter, Superintendent of 'Frisco High Power office, arrived on the *Steel Worker*, and is visiting the High Power stations on this coast. The fact that Mr. Baxter came here as operator on the *Steel Worker* indicates the versatility of our managers.

Ed Colby took the *Clement Smith*, and Elmer Walter joined his brother Howard on the unassigned list.

Richard Hannah to the *Lake Beacon*, to lay up at Norfolk.

SOUTHERN DIVISION

Constructor Grantlin is installing a standard P82 kilowatt set on the Motorship *Charles Braley*. The ½ KW set in use has been removed.

Audion installations were made on the Shipping Board steamers *West Celina*, *Western Maid* and *Absoroka* during the past month.

Walter Neumann, an old Southern division operator now in the employ of the Shipping Board, was a recent visitor at this office.

B. P. Fonda was detached from the tug *Volant* when she was placed out of commission at this port recently.

An operator with several years experience recently called here requesting that an inspector be sent to his ship. He stated that the resistances on the back of the charging panel heated up considerably when his batteries were placed on charge. We told him there was probably an open circuit and for him to make thorough examination. Said operator came back next day but was unable to locate the trouble.

Joseph T. Portman writes us from Boston to the effect that everything on the *Aladdin* is in good shape with the exception of his set.

GREAT LAKES DIVISION

CLEVELAND

Approximately 30% of Great Lakes vessels are still in their

winter quarters, there being no call for tonnage, due to light movement of lake freight. However, we look forward to a resumption of the 1920 rush of traffic, at least, during the next six weeks.

Constructor Elliott recently changed the equipment aboard the steamers *Huron* and *Wyondotte*, replacing the 60 cycle non-synchronous sets with those of the new type QMS panels.

Superintendent Nicholas recently spent a few days in Detroit, negotiating new contracts.

The steamers *City of Cleveland III* and *City of Detroit III* were recently placed into commission by constructor Leonard; these vessels making their initial trips of the season between Detroit and Buffalo. The *City of Cleveland III* equipment is in charge of Lisle W. Wright and J. Carroll, senior and junior, respectively. Edwin Hopponen, senior and W. Jameson, junior, man the *City of Detroit III*.

The *City of Buffalo* and *City of Erie* went into commission the early part of last month, opening passenger schedule between Cleveland and Buffalo, with W. E. Weckel and D. S. Little in charge of the equipment.

Leland B. Schermerhorn recently sailed on the *Conneaut* on the initial trip of this vessel for the season.

Wilde Sheets relieved R. W. Eling on the *Carolina*; Eling being transferred to the *Alabama*, which vessel was temporarily laid up undergoing minor repairs.

J. E. MacDonald, temporarily laid up the *Illinois*, but was immediately assigned to the *Pilgrim*, placed in commission during the early part of May after having been laid up for a few months.

Rean S. Mooney, who recently left the state of single blessedness for a life of continuous double harness, has been assigned to the *Eastern States*, vice Roy Wenning, who was transferred to the *Peter Reiss*. John Esch, who was on the *Peter Reiss*, requested relief on account of sickness at home.

The stone boat *Huron* recently went into commission with J. E. Spencer once again in charge of the equipment.

Samuel K. Culbertson evidently dislikes the berth aboard *The Harvester*, as he recently took this vessel out of her winter quarters, making it his fifth consecutive year aboard this ship. The 240-cycle synchronous set originally installed aboard *The Harvester* in 1914 has been replaced by District Manager A. Thomas at Chicago with a new C-296B. There will be some real service given just as soon as Sam gets acquainted with his new outfit, and we look for new records in distance transmission to be established by him.

Homer B. Courchene has sailed on the *Missouri*, being the first trip of the season for this vessel.

Norman J. Hughes has relieved E. Brede on the *Clemens Reiss*; Brede having taken sick en route on the initial trip of the vessel.

"Hi-Life" C. J. Monde of 1920 *Livingstone* fame, has accepted assignment aboard the *Richard J. Reiss*, in the coal and ore trade on Lake Michigan.

John S. Lake, who laid up the *F. B. Squire* last fall, is again keeping traffic clear aboard this vessel, having recently made the initial trip of the season, sailing from a lower lake port.

Arthur H. Freitag, author, operator and ladies' man, has again been assigned to the *W. F. White*, passing through the Cleveland office en route to his vessel late in April.

Irving Wallace is running Sam Culbertson a close race for continuous service, having recently taken out the *Wyandotte*, making it his fourth year aboard this vessel. There can't be much wrong with these vessels when such old-timers as Wallace and Culbertson insist on returning to them just as soon as the ice disappears from the Upper Lakes.

John W. Stack completed his second trip on the *William H. McGean* when she arrived in Buffalo, and was temporarily relieved by A. J. Leszinske.

Ralph Worden, who recently returned from the coast, has been assigned to the *Chas. L. Hutchinson*, formerly known as the *Sir Trevor Dawson*, which has been sailing under American registry for Canadian interests; having had Canadian Marconi equipment aboard until a recent sailing of the vessel. The *Hutchinson* is now equipped with a Radio Corporation of America C-296-B installation and covered by contract from our Cleveland office.

PACIFIC DIVISION

SAN FRANCISCO

THE big Matson freighter *Manulani* was installed with a P8A panel set and went into commission with operator Jimmie Lee in charge. She has commodious quarters on the upper deck aft and separate sleeping quarters for the operators. The *Manulani* was fitted with a four-wire inverted L aerial having the after end of the flat top ten feet lower than the center. This was necessary on account of the after end of the aerial being attached to the funnel. The forward half of the aerial is 94 feet above the water line.

All of the Standard Oil ships are being equipped with 800-meter wave apparatus for obtaining compass bearings. The bearings which have been received from the various compass stations on the Pacific coast have proven to be remarkably reliable, seldom more than a mile off the true bearing.

We are now equipping all the Shipping Board vessels on this coast with audion panels and a separate set of batteries for the filament current.

Three new Standard tankers were contracted for during this month, to be equipped with 2 K. W. P8A sets.

Four or five of the Shipping Board vessels which were laid up at Southampton Bay have been put into commission to transport grain from northern ports to the Orient. An equal number of ships, however, have been laid up in their places.

The Be a Booster campaign which was launched here a few weeks ago promises to make San Francisco the greatest city in the west. The ideal harbor with ideal weather conditions has been an attraction to shipping, and it is gradually becoming the shipping center of the Pacific coast.

F. Wiese was again called to San Pedro for the installation of a P8A panel set on the Union Oil Tanker *La Placentia*. While at San Pedro Wiese also replaced the 1 KW United Wireless sets on the Steamers *Cabrillo* and *Hermosa* with Q. M. S. sets.

During the month of April changes among ship operators were few. A. D. Mair relieved V. Munhollon on the Motorship *Santa Flavia*. R. J. Cossar sailed on *Barge 95* after several weeks on the beach. J. U. Meyer has returned to radio once more and replaced C. C. White on the *Santa Rita*.

H. W. Everett, also an old timer, is temporarily senior on the *Humboldt*. Golden Greene left the *West Keene* and is now on the *Hyades*, a combination job running between San Francisco, Seattle and Honolulu. Don Goodger was transferred from the *Lurline* to the coastal station at KPH relieving Frank Shaw who *wants to see New York*. His berth on the *Lurline* is now occupied by Percy Vettel.

E. I. Wilmhurst was assigned as junior to the *Admiral Schley* running coastwise.

V. M. Goldsmith and J. A. Hanson swapped jobs. Goldsmith taking the *Senator* and Hanson the tug *Sea Monarch*, the first to Mexico, the last towing a bark north, opening the Alaska fishing season.

Frank R. Smith took charge of the tanker *J. A. Moffett* for one trip relieving Frank O'Neill for a vacation.

SEATTLE

IN one respect, April was an unfortunate month for this district. Two vessels were lost—the *Governor*, of the Admiral Line, and the *Kamchatka*, owned by Hibbard-Swenson Company. Operator Ernest Wolcott, formerly of the *Governor*, is now on the *Queen*, while his partner, Ralph Butler, is on the *President*.

Reports thus far reaching us regarding the *Kamchatka* are very meager, but we know the entire crew was saved, and that the vessel, having caught fire off the Aleutian Islands, is a total loss. We expect Phillip Boothroyd, the operator, in Seattle before very long and he can tell us all about it.

Herbert Scott has gone to the Orient, on the *Pawlet*. The last time we saw him he was beating it for the N. P. Depot, carrying a charging panel in one hand and a coil of wire in the other. The *Pawlet* is on a regular run from Portland.

G. C. Hallett was working at KPE, the Harbor Department Station here. He thought he would like to go to sea. So we sent him out on the *Admiral Goodrich*. Now he is back at KPE. In the meanwhile, Neil Ross and Charles Laird are making the Alaskan run on the *Goodrich*.

Elmer Theurson, formerly second on the *President*, is now freight clerk on the same vessel.

Art Johnson took over the *West Ivan* from Phil Boothroyd, when the latter started for Siberia on the *Kamchatka*.

PORTLAND

THE installation of a P8A panel and 106B received on *Swift-eagle* has been completed during the month and the vessel made her trial trip on the 27th with W. W. Strohm as operator. This is the fifth of the Swiftsure Oil Transport vessels to be equipped at Portland recently, and two more vessels of this line are expected to be ready for installation next month, the *Swiftwind* and *Swiftlight*.

Operator W. W. Strohm of the Shipping Board vessel *Pawlet* is on 30 days leave, and is spending his time with his parents at Portland.

Ernest Helvogt, Jr., sailed on the *West Nomentum*. The vessel left this port the 21st with a cargo of grain for Europe.

H. Scott sailed on *Pawlet*, in place of W. W. Strohm who is on leave.

The names of some of the operators who dropped in to see us recently are: B. C. Springer, S. S. *West Camak*; Wm. E. Cook, S. S. *Orani*; G. E. Sinclair, S. S. *Steel Mariner*; G. Van Order and F. W. Hill, S. S. *Wapama*; L. Dehmlow and H. E. Medkiff, S. S. *Curacao*; M. R. Holbert, S. S. *El Dorado*; R. H. Harne, *Barge No. 93*; J. A. Johnson, S. S. *West Ivan*, and J. W. Miller, S. S. *Wallingford*.

District Manager L. C. Dent has moved to his new residence at 1168 East Stark Street. In case of emergency at night or at other times when the office is not supposed to be open, operators are requested to call at the above address.

All is sunshine and apple blossoms at Portland.

PORT OF LOS ANGELES

UNION Oil tanker *La Placentia* was equipped with a P8A set during the month. O. W. Hill was assigned to duty on this latest addition to the Union Oil fleet.

The steamers *Cabrillo* and *Hermosa* were installed with QMS sets April 20th. Both vessels will run between Wilmington and Avalon, Catalina Island, during the summer months.

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The Thermionic Valve and its Developments in Radio Telegraphy and Telephony.

By J. A. Fleming, M.A., D.Sc.
279 pages
144 diagrams and illustrations Price \$5.00

Wireless Telegraphy and Telephony

First Principles, Present Practice and Testing.

By H. M. Dowsett, M.I.E.E.
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By Rupert Stanley, B.A. M.I.E.E.

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250 diagrams and illustrations Price \$5.00

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By Lauer and Brown

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304 pages.
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The Oscillation Valve

The Elementary Principles of Its Application to Wireless Telegraphy.

By R. D. Bangay

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110 diagrams and illustrations Price \$2.75

Alternating Current Work

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By A. Shore, A.M.I.E.E.

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JULY, 1921

VOLUME 2

AT
233 BROADWAY, N. Y.

BY AND FOR
EMPLOYEES



**MONS. GEORGES CARPENTIER AND HIS
INTRODUCTION TO RADIO**

(See Page 16)

RADIO CORPORATION OF AMERICA

233 BROADWAY

(WOOLWORTH BUILDING)

NEW YORK

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BUNTING'S GODDESS

A Tale of a Wireless Station

WE were all agreed that Bunting should never have joined the "wireless" service. He had taken the step in the innocence of a heart fired with stories of wireless appeals for help at sea, and of the trans-ocean pursuit of criminals. These he regarded as daily events in the lives of operators; and he felt aggrieved when he found that he was merely a link in a chain of communication for the benefit of business men and other soulless people who were inclined to use codes. Garston, who was a sarcastic recruit from the cable service, declared that Bunting was attracted to wireless telegraphy because he thought that the "x's" which disturbed the peace of the operator were genuine kisses, and not atmospheric electrical freaks. Bunting replied that he had never in his life hugged such a delusion; and Garston admitted that Bunting was not likely to embrace anything so unsubstantial.

However, we were very pleased to have Bunting with us at what I may call "X" Station. Like most wireless stations, it stood on a bleak headland, with one leg in the sea; and it was three miles from the last outpost of civilization—the fully-licensed Moor Hotel. Bunting was quartered there, and when he came on duty he supplied us with much-needed comic relief. His three-mile walk (the "road" between the hotel and the station was beyond any vehicle except an aeroplane) put him in a bad temper, which he vented in words that banged and rattled like our high-power transmitter. In the intervals of work he would sing ballads in a falsetto tenor; and he never let a day pass without telling us one or more of his adventures with a young lady who alternated between the stage of the "Frivolity" and an apartment house in Tulse Hill.

The Operator's Romance

One morning he arrived looking as I imagine Mr. Martin Harvey would look if he were representing Sydney Carton after a fearful night. He glared at us and flung himself into a chair.

"Just my infernal luck!" he groaned.

Garston went up to him and patted him on the head.

"Poor boy!" he said. "Has Yvonne fled from Tulse Hill with the stage manager? Fortify yourself with the thought that you are the last—that is to say, the latest—man to be deceived by woman. Centuries ago a French king scratched the following couplet on his prison window:

*"Souvent femme varie,
Bien fol est qui s'y fie."*

Bunting jumped to his feet.

"Bosh!" he cried. "I had not even the chance to be deceived by her."

"After all these adventures?" began Garston incredulously.

Bunting waved his hand, as if dismissing Yvonne summarily

by the O. P. side.

"I met her last night," he said solemnly.

"A woman!" I murmured. "Last night?"

"Another dream," commented Garston mournfully.

"She was incredibly real," exclaimed Bunting, "incredibly real and incredibly beautiful! Figure to yourself"—Bunting had been to Boulogne several times and considered he had a right to appropriate a French phrase if he wanted—"my feelings when I got back to the hotel last evening, at sunset, and came round the north-west corner and saw, sitting on the bench where I have kicked my profane heels for hours, the most radiant vision of a female that I have ever seen here, or in Paris, or——"

"Or in Tulse Hill," interjected Garston.

"The sunset light was full upon her," continued Bunting, "illuminating a face and figure that would have killed Venus and Diana with envy. I say no more. I gazed, I stood, I was conquered. In a flash I recollected that she and I were alone in the desert, as it were. Introductions would, of course, be superfluous. I put on my 'C.Q.D.' smile and advanced——"

"Yes?" said Garston. "You advanced, you grinning idiot, and she retreated—fled—bolted, no doubt, to the bar-parlor as the most convenient refuge."

"Wrong again! She had the sun in her eyes, and did not see me. But at the moment of my determined advance another man also advanced round the south-west corner. I foresaw a collision—perhaps blood. *She* solved the difficulty by turning to him and saying, in the sweetest and most natural voice imaginable, 'What a long time you have kept me waiting, George.' Then she took his arm and strolled off with him, not so much as glancing at me—me, with black murder in my heart."

"George?" muttered Garston. "What a name!"

"I suppose it was Yvonne?" I asked.

Bunting replied in language which startled me, even though I have been the bosom friend of many a Scotch engineer on board big liners. Maurice Hewlett would have been glad to pick up some of his rich, old, highly-embroidered words. I gathered that Yvonne was related to this monopolized beauty as a worm is to a divinity.

"Well, there is nothing for it," said Garston coldly. "We must kill the man."

"Too obvious," commented Bunting. "Besides, it is an axiom in affairs of this kind that the death of a lover does not divert the affections of a woman towards the murdered."

"You are an expert," admitted Garston, "so I suppose you are right."

"Who is she, anyway?" I asked.

"I don't know," replied Bunting. "A woman's name is the last thing I think about."

Garston told him he was an unscrupulous rascal. Bunting

was too depressed to explain—as he usually did with desperate solemnity on such occasions—that he did not mean what he had appeared to mean. He went on duty with the air of a Suffragette entering Holloway.

Materialization of the Goddess.

Next day he brought us the refreshing information that her name was Rosa. Incidentally he had learned that the man's name was Johnson. Bunting was not the kind of man to call a vision of loveliness Mrs. Johnson upon any consideration whatever. It was as Rosa that she entered the endless procession of Bunting's goddesses. It was about Rosa, Rosa, that we heard day by day. Beginning by being perfect, she proceeded to be super-perfect, in spite of the gloomy proximity of a husband. There was one radiant day when she had actually said "Good morning" to him at the entrance to the hotel. There was another glorious occasion when he had been privileged to stand aside and let her walk past him in a corridor. For these thrilling moments he had paid in full by submitting to a few conversations with the too faithful husband—a young man who could be induced to talk about nothing but the weather and the fishing.

Garston and I paid a few visits to the hotel in the hope of being allowed to gaze upon this divinity. But on each occasion she had disappeared with her satellite into some recess of the landscape. We were extraordinarily disappointed, for even Garston had become infected with Bunting's fever of worship. He concealed his symptoms under Iago-like remarks which drove the perfect lover to a frenzy. Nevertheless, it was he who arranged the official letter offering to extend the courtesies of the station to Mr. and Mrs. Johnson.

They accepted. And if Bunting's heart had not been very strong the news would have put a sudden end to his interest in love and everything else. He survived, because he looked forward to a possible extinction of the husband. The man might take a fancy to sit down upon the alternator, or lean against the whirling belt—anything simple and effective might occur in a wireless station. Apart from that, it was he—Bunting himself—who was to have the honor of explaining everything to HER. He was to tell her the whole story up to the magnetic detector and the bridging of the Atlantic.

We had a dreadful time with him until the day of their arrival. Garston had to administer doses of bromide to keep him at his post. Two hours before the visitors were due to arrive Bunting went to the look-out with a telescope. When he had at last sighted them he rushed around the station like a whirlwind to see that every—nut and every bolt was in readiness to do homage.

The Station Welcome

Then a surprising thing happened. As soon as they crossed the threshold Bunting became cool and-collected, as if he were

a past-master of ceremonies. He made a formal little speech of welcome, and introduced Garston and myself with felicitous and flattering remarks. Then he led them slowly round the station, explaining everything with the conviction and simplicity of an expert. Thus I had ample leisure to study the goddess. She was pretty, certainly, and had a wilful, commanding air which was attractive enough. Her husband was a quiet, determined individual. They were dressed in what I believe to be the prevailing fashion in good society.

Everything went ahead on orthodox lines until Mrs. Johnson asked a question.

"I suppose," she remarked, "that you get many curious messages through at times?"

Bunting smiled, as a Foreign Secretary might smile if a lady suggested that he knew one or two State secrets.

"Frequently; oh yes, quite frequently," he replied. "If I were not under oath of secrecy I would entertain you for hours with examples. A recent one I may, however, mention to you, as it is practically public property. Some rich, old gentleman has been spending hundreds of pounds in frantic messages to all the liners, and in replies to their replies. 'Have you on board,' he asked, 'a lady in a long coney-seal coat, and hat with white wings, who has decamped with an unscrupulous adventurer dressed in a green lounge suit with green Homburg hat?' He offered to pay all the expenses of the answers, and so——. But, of course, you will have seen all about it in the papers?"

"We read no papers," broke in the husband.

"Oh, ah! Well, we have been kept busy with the answers, I can tell you. It appears that the old man returned from a Continental visit to find that the penniless blackguard had got ten days' start with his daughter, who has pots of money in her own right. The foolish girl and the fortune-hunting scamp were traced to Liverpool; there was a rumor also that they had slipped down separately to Southampton. Anyway, they got to sea somewhere and somehow, and it remained for the Hertzian waves to search them out. Our service has, in fact, proved so successful that they have been discovered on six or seven boats—which is impossible, as Euclid used to say. There was a nasty scene at Lisbon, where the detectives dropped on a mining engineer and an English governess, who had nothing to do with the case. At present, according to the conviction of several sea captains, the villain and his dupe have divided themselves into five separate entities, and placed themselves on five different vessels."

Station Hospitality

Bunting rattled ahead about the scandalous elopement until Garston drew our visitors gently away for a cup of tea—the limit of station hospitality. During tea, Bunting switched off to the

stories of heroism at sea. There was one, I remember, about an operator whose ship had been sunk in six fathoms of water. He had continued to send the C.Q.D. signal for ten hours, sustaining himself by the ozone emitted by the condensers.

After their departure Bunting sank into a chair, limp and exhausted.

"I have done my best," he gasped.

¶ "The Admirable Crichton could not have done better," commented Garston, "but some of your yarns were as tall as our aerials."

"They appealed, though; they appealed," Bunting claimed feverishly.

"They seemed bored about the runaway couple," I remarked. "I expect they only pretended not to know about it."

"They are in love," sighed Bunting. "They are deaf to the thunders of the ether."

"Bosh," said Garston. "They were probably runaways themselves."

As he spoke the words his expression changed. He made a sudden dive towards a higgledy-piggledy pile of newspapers and magazines on the table, and began turning them over in a frenzy of haste. A second search gave him the one he wanted. He opened it and thrust the page against Bunting's nose.

"If you have got any eyes to see," he shouted, "look!"

Bunting looked. I looked. And there fell upon us a cold and awful silence, broken at last by Garston in his most acid tones:

"There's a reward of £500 to the man who gives the first information."

Bunting sprang to his feet and then sank back again.

"Gentlemen . . . " he began feebly.

"That's all you need to say," remarked Garston.

Bunting told us the rest of the story with tears in his eyes. He had taken the first opportunity of an interview with them.

"I think it only courteous to inform you," he had said, "that your identity is known to us."

They had looked at each other with a smile.

Then the goddess had exclaimed: "Oh, Mr. Bunting!"

That was all! That was really all. They had not asked Bunting whether he had earned the £500.

They went quietly back the very next day to make peace with the enraged father. Evidently the goddess managed it with her characteristic skill, for we read in the newspapers of a confirmatory wedding celebrated with a huge amount of pomp.

We abolished our savings in sending the bride and bridegroom a present. And a little later there came a gold chronometer and chain for Bunting and a trifle for Garston and myself, "in acknowledgment of the courtesies of the station."

MUCH ADO ABOUT NOTHING

Tish, who was *The Girl of the Golden West*, took the *Long Chance* and got a job at *Emma McChesney and Co.* After a short while there she met *Shorty McCabe* and fell in love with him. After a courtship they were married *At Agincourt* by the *Vicar of Wakefield*. They did not know where to spend their honeymoon, but *The Lure of the North* had a fancy for them, so they set out on *Wildfire* and hit *The Oregon Trail*. They got lost, but *Rebecca of Sunnybrook Farm* found them. Although it was quite dark she took *The Short Cut*, and by the aid of *Light of Western Stars* led them to her home. There they met *The Man Who Knew*. It happened that they had taken the wrong trail, so he directed *The Shepherd of the Hills* to show them *The Trail of the Lonesome Pine*. It was on this trail that they met *The Last of the Mohicans* and *Smoke Bellew*. After eating a lunch of *Roast Beef, Medium*, they set out again, but again they got lost. This time they were found by the *Search Party*, and by the help of *White Heather*, they finally arrived at *The Land of Pluck*. It was here that they heard *The Call of the Wild*. Here they led *A Singular Life*, and after listening to *Lewis Rand*, who was *The Prospector*, of *Mr. Carew's Career*, they decided to turn back. They did, but in the company of *The Standard Bearers*. On the way back they found *The Bracelet of Garnets* and showed it to *The Money Master*. It was then that they took it into their heads of *Making Money*. With the money they received, they bought the chariot that *Ben-Hur* used and started out to hunt for *Desert Gold*. They found some, but the *Heritage of the Desert* did not appeal to them, so they started back. On the way they met *The Gentleman from Indiana*, who told them of his brother, who was then captain of *The Ship of Stars*. This captain was called *The Sea Wolf*. They decided on a sea trip, and so they travelled as far as the sea, and shipped out on this ship. Every night they would listen to *The Adventures of Sinbad the Sailor* and many other yarns. *The Narrative of A. Gordon Pym* about *The Tale of Two Cities* took a hold on them, so after arriving at their destination they went to the better of these two cities and bought *The House of Seven Gables*, which stood on *The Street of Seven Stars*, and there they settled down and lived happily ever after.

CURTAIN.

The italics indicate titles of books in the library on one of our ships. Out of them the operator has woven this tale.

ATTENTION—OPERATORS

How are you using your spare time? Run your eye over the list of books shown on our back cover. They are carefully selected and will aid you if you are seeking promotion.

TANKER MEXICANO DAMAGED

The tanker *Mexicano*, which plies between Galveston and Tampico, was damaged when an explosion occurred in her forward deep tank, at Tampico.

It was reported that the explosion was caused by a short circuit in an electric cable near the tank and that six men were burned, one probably fatally. Three of the injured men were left in the hospital at Tampico and three others were placed in a hospital here after their arrival.

The tank in which the explosion occurred is used to carry lubricating oil exclusively, and it is believed that gas arising from this oil was what flared up.

The vessel was not seriously damaged, but will have to have some repairs made to the tank in which the blast took place.

AURORA-PROOF RADIO

WIRELESS COMMUNICATION NOT AFFECTED BY MAGNETIC DISTURBANCE
To the Editor of The Tribune:

Sir: In view of the reports which have been published recently concerning the numerous unusual effects, and in some instances severe damage, occurring to telegraph, telephone and cable lines, caused by the aurora borealis, you may be interested to know that these disturbances did not in any way affect radio communication proper.

The engineers of the Radio Corporation of America were well pleased with the behavior of radio during the powerful magnetic disturbances on Saturday night and Sunday which accompanied the aurora borealis and which were followed by the breaking out of a large cluster of spots on the sun. They reported no noticeable change in the transmission and reception of the powerful radio waves which are constantly being exchanged between the United States and Europe and Asia.

In this connection it is interesting to note that our experience of the last few days is parallel to that of the French radio service, for we were informed that the Bordeaux radio station seemed relatively immune from the dangerous ground currents which have so seriously affected wire communication.

It has been known for some time that disturbances similar to those produced by the aurora borealis would not affect radio, and we were glad to have the opportunity to confirm this theory. Indeed, we have graphic record of this fact, for our high-speed records of radio signals taken throughout the presence of the disturbances show not the slightest trace of the aurora borealis.

E. J. NALLY,

President Radio Corporation of America.
New York, May 20, 1921.

THE ART OF LIFE

RULES OF LIFE

THE following propositions and rules suggested to young men for making the most of such talents as each possessed are found in a little book of essays published many years ago with the title of "A Bundle of Papers," under the pseudonym of Paul Siegvolk. The author was Albert Matthews, Esq., a distinguished lawyer of New York City, who lived to be well above eighty years of age. Whether the rules were original with him it is impossible to say. They are introduced with the remark that they are in the language of a distinguished man of wide experience in life, to his son. Mr. Matthews was a Christian, and in his essays urged the necessity of the Christian faith ruling a man's life.

The whole art of life could be embraced in four propositions:

First: To find out what things you can do.

Second: To choose from among these what things in particular you should do.

Third: To resolve deliberately and unalterably to do this singly, and

Fourth: To do it unflinchingly and unceasingly.

His rules of life were also positive:

First: Cultivate self sacrifice.

Second: Exercise a determined will.

Third: Preserve equanimity.

Fourth: Lead an active life.

Fifth: Be well known among your fellowmen.

Sixth: Look always beyond the present.

Seventh: Nourish an abiding faith in your own future.

Eighth: Aim at every object by direct means.

Ninth: Seek for knowledge always from the highest sources.

BOY SCOUTS

H. C. Gawler, of the Commercial department, delivered an address to the Boy Scouts at Medford, L. I., June 17, illustrating it with slides and also with a field set in commission, which found much favor with the boys, as well as with the adults present.

PARLAY VOO

Says Mutt to Jeff—I am studying French.

Jeff—Can you talk it?

Mutt—I can say "au revoir," which means "good-bye."

Jeff—Carbolic acid.

Mutt—What do you mean?

Jeff—That means "good-bye" in any language.

COFFIN ISLAND

Wireless News from Pulpits

IN the Gulf of St. Lawrence, lying between Prince Edward Island and the west coast of Newfoundland, lies a group of thirteen storm-swept isles—the Magdalen Islands—connected with each other at low tide by sand bars. From November to May they are cut off from all communication with the mainland, except for an occasional wireless message, and no ship dare approach them during that season, on account of the lack of proper harbors.

An ominous title is that of Coffin Island, so called, however, from Admiral Sir Isaac Coffin, who received a grant of the whole group at the end of the eighteenth century; the title still being in the name of his descendants, who, according to various accounts, have the right to demand a rental of one shilling an acre, with the proviso that it be paid when convenient. There is a population of over three thousand, mostly French Canadians, who originally came from Nova Scotia, simple fisher-folk, who are protected by the Dominion Government from the intrusion of American fishing smacks within the three-mile limit.

As may be imagined, they are cut off from the outer world and its news during the winter season, and the Dominion Government determined to remedy this privation. The Postmaster-General engaged the editor of the *Quebec Chronicle* to write a news-letter of 1,000 words, which is mailed on Tuesday to the Marconi station at Pictou, from which it is transmitted to the receiving station at Grindstone Island.

The operator there sends copies to the Roman Catholic clergymen at Etang du Nord, Amherst, and House Harbor, who translate the message into French. A copy also goes to the Church of England clergyman at Grindstone. On Sunday these news-letters are read by the pastors to their respective congregations after service, and the churches are packed to the doors.

The first week's budget of news, which somewhat exceeded the stipulated length, good measure being given to celebrate the occasion, touched upon the following subjects:

The passage of a Bill in the Dominion Parliament to pay the Grand Trunk Pacific Railway a Government subsidy of \$10,000,000; the derailing of a train on the Grand Trunk Railway; the election of Yuan Shih-Kai as President of the Chinese Republic; a report on winter navigation up to Quebec and the improvement of Quebec Harbor (both of vital interest to the islanders).

BUILDING PISA WIRELESS TO CONNECT WITH U. S.

Work will shortly begin on a powerful wireless station to be constructed near Pisa, for regular communication with the United States.

HOME BOUGHT VIA WIRELESS

UNIQUE in the annals of real estate selling is a deal closed by R. D. Lang of the Lang Realty Company with Morgan Ross, owner of the Lincoln Hotel—a transaction negotiated and consummated entirely by means of radiogram between San Francisco and Honolulu.

Prior to his departure, Ross had inspected and admired a handsome eight-room stucco house in the exclusive section of Forest Hill but it was not until after he had arrived in Honolulu that he definitely decided to purchase it. Fearing that it might be sold before his return to San Francisco, he took the *quickest means* available to secure it.

Ross's new home is situated on the corner of Magellan and Cortez avenues and the amount involved in the transfer was \$20,000.

—(*San Francisco Call*).

LIMERICK

A fly and a flea in a flue,
Were imprisoned, now what could they do?
Said the fly, "Let us flee!"
"Let us fly," said the flea,
So they flew, through a flaw in the flue.

RADIO AMATEUR WINS HARDING MESSAGE PRIZE

William E. Arnold of Southbridge, Mass., an amateur wireless operator, has been awarded a \$25 head radio telephone receiving set as one of the seventy-six prizes offered for picking up the Washington's Birthday message sent out by President Harding on the night of February 21. The message was of thirty words, sent in two sections from different stations.

W. H. Kirwan of Davenport, a director of the plan, wrote Arnold the first prize was won by a young man in California. Four Massachusetts amateurs received prizes.

TIPS AND NIBS

A Kansas farmer having heard of a man who successfully raised \$2.00 bills wrote to his congressman for some of the seed.

Even Abe Lincoln, though never noted for his beauty, had some pride in his appearance. One day, the story is told, while going down the street, he met a man who looked him over closely and drew a gun on him.

"Stranger," the man said, "I swore that if I ever met anyone homelier than I was, I'd shoot him on sight."

"Brother," drawled Abe, "if I'm homelier than you I reckon you might as well."

THE ISLAND OF YAP

THE Island of Yap, which is the subject of international controversy on account of its importance as a cable station, is about ten miles long, and about seven thousand persons live there, probably less than one hundred of whom are white.

The island is 700 or 800 miles east of the lower part of the Philippines. Roughly speaking, it is 1,500 miles north of Australia, 1,500 miles south of Japan, half as far to the east of the Philippines and about 500 miles south of west from Guam. It is on the way from the United States to the Philippines, and is a station in the former German cable system linking Guam with the Celebes, Japan and Shanghai.

The island was bought from Spain by Germany in 1899, and was by the latter turned over to the Allies in 1919.

CONTRACTS

Courtship makes a fellow spoon; marriage makes him fork over.

Some men never achieve greatness because they can never make up their minds as to the sort of greatness they prefer.

Courtesy is like the air on the inside of a tire. There may be nothing to it, but still it eases many a jolt and saves many a rupture.

In following a good example please bear in mind that there is a difference between an imitation and a parody.

Did you ever know a rich young woman to marry a poor old man?

IF you wish to know the worth of the American railroad, the American automobile, the American telephone and the American telegraph, go to Spain.

Mr. Emmons telegraphed from Paris to Madrid the day before he was to leave the French capital for the Spanish capital. It takes a day and a half by rail to make the trip. The telegram reached Madrid the day after Mr. Emmons got there.

In Madrid there is only one place at which you can file a telegram. That is the postoffice, and you must present it in person or it will not be accepted.

The only place in Madrid where you can put in a long-distance telephone call is in the postoffice. Mr. Emmons wanted to 'phone to Paris. He put in a call for the following day. The people in Paris didn't get it. His business being important, he went by train to San Sebastian. Before departing from Madrid he telegraphed to a friend in San Sebastian to put in a 'phone call for the Paris people for the day after he was to arrive. This time he had wonderful success. He got Paris, or, at least, the telephone people said so, but he couldn't make out a word the people in Paris said.—(*Southwestern Telephone News*).

HONESTY is the golden thread that joins the pearls of all the virtues. A brilliant mind cannot atone for a dishonest heart, nor can cleverness of manner or address successfully conceal a seared and dulled conscience.

The genuine satisfaction which comes with the ability to look your fellows squarely in the eye and fear no man, is a far greater treasure than the wealth of Croesus which is bought at the cost of a soul.

WIRELESS

BY EDWIN MARKHAM

See where the wired antennae rise
To catch the whispers of the skies—
The words that startle into flight
Across the day, across the night.
Over the myriad leagues of space
They speed to their appointed place—
Each finds its own attuned pole,
Its one inevitable goal.
Even so our whispers from the pen
Fly out to find the souls of men,
To quicken in a nobler birth
All spirits to the ends of earth.
Go forth, O winged words, and take
Sweet comfort to the hearts that break—
Go out with joy upon the trail
Give courage to the hearts that fail.
Go forth, O winged words, and shine
To make the dim world more divine—
To fire all hearts to serve the good
And build the dream of brotherhood!

A LITTLE WISDOM

The power that often wins is simple patience.
Those who are true to themselves are never false to others.
A promise should be given with caution and kept with care.
When one door sticks, look around for another that will open.

A man was watching a steam-shovel at work near one of the piers when a stranger, apparently from some up-state town, sight-seeing in New York, approached him and remarked on the wonders of New York. "Now look, for example, at that thing in the middle of the river, bringing up that bucketfull of mud. Isn't that wonderful? But I wouldn't want to be the man at the bottom filling that thing up! Would you?"

THIS is truly a fast age. The world never moved so fast before. We have winter ice on the Fourth of July, spring vegetables on Christmas; we buy our straw hats in February and our felt hats in August; we get our Sunday paper on Saturday night and our magazines a month ahead of time. If we telephone a man in San Francisco from New York he hears our voice about four hours before we speak; and if someone in Japan sends us a cablegram tomorrow we get it today.—(*Kansas City Star*).

WANTED—A RIB

Oh, unknown man, whose rib I am,
Why don't you come for me?
A lonely, homesick rib I am,
That would with others be;
Oh, I want to wed—
There, now, 'tis said;
I won't deny—and fib:
I want my man to come at once
And claim his rib.
Some men have thought
That I was theirs.
But only for a bit—
Somehow we didn't fit.
There's just one place,
The only space,
I'll fit—I will not fib,
I want that man to come at once
And claim his rib.
Oh don't you sometimes feel a lack,
A new rib needed there!
It's I. Do come and get me
Before I have gray hair;
Come get me, dear,
For I am homesick here.
I want—I will not fib—
I want that man to come at once
And claim his rib.

LONGEST OVERLAND RADIO ROUTE

AFTER three months' interruption of communications caused by the Russian incursion into Mongolia, the wireless station at Urga is now able to communicate with Peking. This marks the successful completion of the first span of the longest overland wireless telegraph route in the world.

CARPENTIER BECOMES A RADIO BUG—ALMOST

As Seen by P. H. B.

This month's cover illustration shows none other than the great Carp himself. Behold, he is shown in the very act of being initiated into the mysteries of radio.

The French heavyweight champion in bathrobe is studying a 250-watt Radiotron which Major J. Andrew White, editor of *Wireless Age*, is holding. The Major is telling him that the tube is one of the many which are to be employed in reporting the big fight by radiophone directly from the ringside to other stations within a radius of two hundred miles. Halls are to be rented and local receiving sets will receive the news and amplify the voice to listening crowds. The money collected by admissions to these listening centers goes to help the work of the American Committee for devastated France and to the Navy Club of the United States.

To the extreme right of the picture stands Mr. H. L. Welker, Secretary of the National Amateur Wireless Association. He is holding a life membership certificate and will shortly hand it to the Champion, thereby adding another bug to the many thousands now members of the association.

The photograph was taken at the ringside of the Carpentier headquarters at Manhasset, L. I., shortly before the challenger started boxing practice with his sparring partners. Getting to see Carp at such close quarters and talking radio to him was a feat of no mean accomplishment when one considers the great secrecy and pains which Manager Dechamps takes to keep out visitors, but then radio has been known to work other miracles. Incidentally, no one but the resourceful Major could have engineered the entré and welcome we were given here.

Reporting the fight by radiophone to distant points is a unique undertaking made possible by close team work on the part of Tex Rickard, Major White and others. The operating success of this project is assured by the combined efforts of the Radio Corp. engineering department and the General Electric Co.

The transmitter to be used in this unusual voice broadcasting is the most powerful wireless telephone set of commercial type ever built. It is being donated by the Radio Corporation for the purpose. The set has been assembled at the Schenectady laboratories of the General Electric Company, and when completed, will be brought down the Hudson River to the Lackawanna Terminal at Hoboken, N. J. where it will be installed. An antenna of six wires, on 30-foot spreaders, will be swung between the 400-foot tower and the clock tower of the terminal building. The antenna will be 680 feet long, and the natural period 850 meters. A direct telephone wire from the ringside to Hoboken will be the voice relaying medium.

The voice transmission will be on 1600 meters. On this wave length the antenna current will be between 20 and 25 amperes, representing approximately $3\frac{1}{2}$ K. W., and the daylight range of the station will undoubtedly be in excess of 200 miles overland, representing 125,000 square miles.

REGULATION OF GOVERNMENT WIRELESS SYSTEMS

PLANs for control of the Government radio activities will be worked out by a special committee to be appointed by members of the Cabinet whose departments use the wireless or are concerned with the direction of it. At present there is much conflict between the Government departments over the matter, and since the war, when all the radio was under the supervision of the Navy Department, there has been no hard-and-fast set of rules in operation.

At present the Navy has its own radio and so has the War Department. On the other hand, the Commerce Department has charge of the issuance of licenses for commercial radio. The Post Office Department, which is ordinarily charged with the supervision of methods of communication, has nothing to do with radio, although in the war period it was in control of all the land telegraphs and also the ocean cables. It appears to the Cabinet members that the present situation is mixed and needs adjusting.

There are various technical questions involved, such as control of the wave lengths, day and night periods to be given over to the several departments for receiving and sending, and the co-operation of land telegraphs with the radio systems.

The committee will also probably consider the supervision of commercial radio activities. It will not be the intention to institute Government control such as was applied during the war, but regulations which systems would have to comply with in future in order to receive licenses.

GOLDEN GATE PILOTS USE RADIOPHONES

NO longer will transpacific liners have to dally in the fog outside the Golden Gate waiting for a port pilot to guide them into the harbor, for all of the pilot ships are to be equipped with wireless telephones.

As soon as a steamer sends a wireless for a pilot, the pilot sloop outside the heads is notified and a pilot is transferred to the liner to bring her through the Golden Gate.



TUCKERTON

SOME took a shovel, the rest took a hoe; first we dug and then we Varley-looped and then we dug. I mean we did dig, from Friday morning until Saturday afternoon, May 28th, and then we found it. Some mechanic (?) had anchored our submarine cable to the wood casing with a nail squarely through the middle. It was with a sigh of relief that we saw the splicer complete his work at 4:30 Sunday morning.

Our relief engineer, C. F. Stock, left for New Brunswick June 15th. Vacations are over; we have been taking them early of late. Everybody came back happy; couldn't stay away from our work.

Machinist Buelow flivvered back from his vacation amid cries of "Where's the old bus?" "who'd you trade with?" etc. However, it was all camouflage; a two-inch coat of paint and two new tires had done the trick; and she makes five knots under her own power with top down and windshield off.

Sorry to say our station is under quarantine. Doc Usselman diagnosed it fishing fever. Charlie and Mr. A. W. (Angle Worm) Aird are the worst cases. Both are in the sick bay and Doc has recommended plenty of fresh salt air and two hours a day digging worms. The treatment seems to reduce the fever and we believe the epidemic is under control. However, the situation is grave, for the death rate is high.

After extensive investigation Doc voices the opinion the fever is contracted from the fish. Charlie and Mr. A. W. A. hooked twenty-four weakfish and croakers this week (five of them weakfish and the other four croakers).

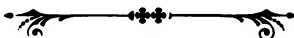
The G. E. fellows are nearing completion on the second installation and we expect to begin test in the near future. We take this occasion to say they are a good bunch and have done their work well.

Our station is operating on daylight saving time, even though the town it sits on is dead.

Saturday, May 21st, seventy-five members of the Sons of the Revolution of New Jersey visited the station and were shown about. Everybody was delighted and departed knowing just how it is all done.

Mr. Aird—the reason some of us go to Trenton and Brooklyn to find women is for the same reason you went to Schenectady. It has always been the same ever since Eve gave Adam a bite of her apple.

Enough from Tuckerton. We thank you.



MARSHALL

NO! We haven't been hiding or too busy rushin' traffic to give you the latest from these parts. The regular traffic report will give you a real idea of the amount of business we're handling, and tho' it's enuf to keep us real busy we don't mind admitting that during our off hours we are finding some real enjoyment in the weather that just come to us recently. That's the reason, you see.

The cold spell that we had put a crimp into the activities of the Yatchet Club, tho' we might mention that the SS. *Crummy Liz* after having passed into the hands of receivers is now in the possession of H. M. Marien. Altho' a very late arrival here we might already classify him as a very ambitious young man who was just in time to cinch a real bargain. Peterson managed to get his speed boat out for a shake-down, but was careless enuf to let the white demon get one-half degree off course while brushing the spray from his eyes—that's the reason it now reposes upon the beach awaiting its patient owner's healing caresses.

Tennis is taking on here now, Tony Gerhard, McDonald and Rohrig making the high scores. We have a very fine concrete tennis court.

Another outdoor recreation now being indulged in by the superintendent and the receiving engineer is gardening. Not the *ordinary* sort, of course, but real vegetable gardening! It might be said that their wives take an active interest in the thrifty proceedings, too.

P. L. Welke, our receiving engineer, disappeared a few weeks ago, and after trying to keep away for two weeks he gave up, bringing with him, however, a bride. They now occupy the cottage next to the superintendent's and we wish them every happiness.

We have some notable arrivals this time. Geo. W. Hamby, from the land of the Eskimo, also late of the Signal Corps. He trills on the wire here now. H. M. Marien, Western Union speed-ball. He's been in these parts long enuf to appreciate the weather and keeps the traffic from piling up on the wire. Also D. P. Goodgear, a deep-sea operator. He has a good line and is making a fine showing on the marine set.

And last, but not least, since he's a married man and naturally happy, is R. S. Roehrig, hailing from the Sunny South, very anxious to be a regular on the Hi-power circuit. We accord you one and all a very cordial WELCOME.

We are sorry to record the departures of Schneider, Ahern and Humphreys. "Snide," after keeping his marriage to a 'Frisco lassie secret from us for a whole year, divulged, and then beat it

off to the Islands. Congratulations and bon voyage. Jack Ahern had a run of hard luck recently and left us again. Humphreys had too large an appetite, 'specially for hen fruit, so that when the company could get along without a wire man the Mess tipped him off. Our best wishes to all who departed.

NEW BRUNSWICK

WHAT do you think, folks, our E. C. has also become one of those notables—that is, he bought a Ford the other day. It's almost like the rest of them, but if Canning's runabout was put next to it there would be quite an argument as to whether they were the same make.

Schaefer still tears up the road between the station and Bound Brook. He must have seen some ghosts last week, for he came back with the story that a flivver full of hold-up men were after him, but his Dodge travelled so fast that the dust blinded his pursuers.

Now that Michael's face looks a lot better without those gashes, we hope he will have better luck next time. Experience is a great teacher, Mike.

A 1922 Curtiss biplane entered the front entrance of the Power House one night last week. Dynamo Tender Donovan, always on the alert, and anxious to add to his many curios, made



POWER HOUSE—NEW BRUNSWICK

a swing at it with his broom. Unfortunately he missed, but caught Schaefer over the left eye. George quickly revived and placed an old Marconi condenser jar over the surprised intruder. Upon close inspection it was found to be a giant moth measuring seven inches, tip to tip. There are no entomologists on our staff, and we would like to present it to some museum. All papers, please copy.

Mr. Hayden, Mr. Brown and Mr. Belanus went on a fishing trip recently and returned with what were apparently four big eels. However, upon closer inspection, and to their complete disgust, the fish were found to be suckers. Belanus felt like one of these fish, too, for after wading in the stream for about a mile he spied a snapping turtle weighing about ten pounds. After strapping it up with a piece of wire and placing a tree on top of it, the party continued its search for eels, with thoughts of delicious turtle stew the next day. However, upon returning, Mr. Turtle had escaped from captivity, and considerable search did not reveal its hiding place.

Two very successful dances were held at the station during the past month. The last was a special event, called "The Rose Dance." While the orchestra played "Rose," the dancing couples were presented with beautiful bouquets of roses. After this dance, Mr. and Mrs. Rowell announced that refreshments would be served on the porch. Assisted by several men of the staff, the delicious repast, made up by Mr. Rowell in a pleasing and artistic manner, was passed out under the supervision of Mrs. Rowell. The orchestra refused to continue their playing at about 12:30, and the party prepared to leave. Upon starting up all the autos the noise was so great it could be heard in New Brunswick, as every car on the station was out.

Messrs. Hayden, Brown, Benedict and Schaefer visited the R. C. A. Traffic Office, 64 Broad Street, recently, and were received with great hospitality. We hope that our New York friends will return the visit in the near future.

CHATHAM

HERE'S one for Edison: "If it takes McElroy twenty minutes to tuck away three good-sized meals under his belt, how many grains of corn can a hungry goose eat in two hours?"

We are very pleased to note that the Static Club now has a branch at the Head Office, and we would like to know who granted the charter to this branch organization. However, we feel highly honored that the name Static Club was adopted. A few words about the Chatham Static Club will probably not be amiss at this time. We are rightfully proud of our achievements, and think they are worthy of emulation. The Chatham Static Club was

organized nearly two years ago with seven members, and since then has grown rapidly to a membership of forty. This forty does not include the ladies of the station, who are honorary members, and who have contributed much towards the Club's success. At the present time we are the proud possessors of a handsome sailing boat with tender, etc., while the Club's treasury is in a flourishing condition.

S. Freedman, formerly stationed here and now in the New York Office, is much missed by the landline operators at CM, who would much rather see him in this office. However, CM's loss was N. Y.'s gain.

Joe Worrall is on a vacation in New York.

Tennis continues to be popular in Chatham, although we have lost our champion tennis player in the person of F. E. Johnston. Right here we want to state that we will back Johnston against the world, and this doesn't exclude any of the stars at Marion. Regret that a match couldn't have been arranged between Mr. Johnston and Mr. Clifton at Marion, but a student of Johnston's, by name of Higgins, is fast developing, and will be ready to uphold the honor of the Chatham station now that our Senior Receiving Engineer has been transferred to Riverhead; and we wish him the best of luck at his new station.

Swimming is quite popular here also, and very few nights pass without ten or eleven of the fellows taking a dip. A new diving board has just been erected on the swimming raft, thus giving Lamarque a chance to show some of his clever diving stunts.

We wish to welcome to the station Messrs. C. M. Wickes, C. H. Richards, H. A. Carder, D. G. Jerould, C. E. Reeves, J. T. O'Mara, W. Vetromile.

NEW YORK

64 BROAD STREET

NOTWITHSTANDING the fact that most of the traffic at Broad Street is being received with phones, there is just as much noise, due to the ever-increasing private wires where Morse code is used; certainly a conglomeration of sounder signals. Now that it is summer and the windows open, Broad Street is convincing the outside public that we are doing the business.

Mr. Nelson and his assistant, Mr. Melville, have been very busy installing the concentrator, which very much resembles a telephone switchboard with its plugs and weighted cords.

Our Traffic Manager, Mr. Winterbottom, put in a few days' work at Carnarvon, and he certainly made us feel his presence. He no doubt is thoroughly satisfied that we are making every effort towards capacity, and we are waiting patiently for his return for the verdict, which we trust will be a favorable one.

We have been giving Chatham considerable assistance lately, transmitting to Poz and Lem via Wii and Wgg, alternately with Ly and Muu.

We take great pleasure in informing his friends that Mr. Murphy was married on June 6th. We understand the bride was a widow of independent means and also the discoverer of some exceptional good home-brew recipes. We are being convinced every day that man can keep a secret, as his coming marriage was only spoken of the day before.

Little MacLellan is commuting to Red Bank. He says he is doing it to beat the high cost of living in New York, but as it is a known fact that Red Bank has quite a number of very eligible young ladies, we have our doubts.

Hal Fulton is also on the commuting list. He lives at Belmar, where he first met his wife. No doubt the place brings pleasant recollections; maybe he thinks his wife needs a little more coaching in the art of cooking, mother being conveniently near.

Messrs. Henderson, Tannenbaum and R. F. Brown are spending the summer months at Sea Gate, Coney Island. It doesn't matter how far you go from New York, you cannot bring the ocean any closer than it is at Battery Park, where some of us have to be contented to look at the ocean.

FRIENDLY FOLKS

No matter where I take my frame,
I find the people much the same;
In cities far and cities near,
A like array of folks appear,
For everywhere they're good and bad,
And wise and foolish, glad and sad.
They're very similar at best in north and south and east and west,
So if it falls to me and you to move our homes to regions new,
The joy of friendship may be there as well as here or anywhere.
But those who friendliness would see, and meet with hospitality,
Must all these blessings fully earn by being friendly in return.
In any town, in any land, new friends are always near at hand.
But your success depends a lot on whether you're a friend or not.

Benevolent Old Gent (to fellow passenger)—"How fast we travel. But, ah, young man, have you ever thought of the flight of time? Think of the fleeting hours of youth, the golden days that swiftly pass away. Have you ever counted the minutes——"

Fellow Passenger (suspiciously)—"What are you trying to do, sell me a watch?"

BELMAR

IF you have tears to shed, prepare to shed them now. This is the last spasm of our agony. Belmar is going to pass away. It has been mortally wounded in a vain attempt to conquer

H. M. King Static, and has lost the fight. Even as Belmar triumphed over Lakewood only a few short months ago, so now has Riverhead laid Belmar in the dust. Farewell.

McClellan, Henderson, Fulton, Kelly, Tuthill, Kaplan, Hermann, Brown, Nunn, Mathews and Svendsen—one by one they were taken from us to labor in that Radio Land of Paradise so widely heralded in numerous ads now appearing in certain magazines. But they have taken with them that Belmar spirit that will never die, and will always remember our successes, our pyn-drugs, our wild and exciting Hoxie high speed, our joys and our sorrows.

Those monthly dances that made the Belmarconi famous have also come to an end, and we will no longer be hosts to that bevy of pretty girls from the New York office who always brought with them so much gaiety, hilarity and good cheer. Long will we remember those week-ends.

We were going to try to write something funny, but we fail to feel funny at all. The mere thought that we are soon to join that mad crowd that rushes all the time to avoid being used as a carpet by a speeding automobile, makes us appear with a close resemblance to a bird called *Cuckoo*.

We never appreciated the country half so much as we do now that the time has come to leave it for N. Y. We even forget those big mosquitoes we used to comment on in our previous notes. If at least they had waited until the summer was over it wouldn't have been so bad, says Meldrum, now that the local council allows one-piece suits to be worn on the beaches by the fair ones. But, even so, he says, and he ought to know, because he goes there quite often nowadays, the girls in New York go around with skirts that look like window shades rolled up, so to speak, which is a consolation after all. They must copy the styles from those we see in Asbury Park.

Ford has not been transferred, but he was granted a vacation, and then went and got married, which is not at all our idea of the way to spend a vacation. And now that a woman has him tied up, he is much the same as a goner. We all forgive him this time, but if he ever does it again, NIX. Good luck to you, Fordy.

The usherette of one of the Asbury movie houses has been inquiring as to the whereabouts of McClellan. What are we to tell her, Mac?

The only ones who we think enjoy their transfer to New York are Tuthill and Mathews. The first, you all know why, the fair damsel in Brooklyn. What could suit him better? And Mathews, why we all know New York is not so dry as Belmar. He is the chappie who wanted to drink all our Hoxie mucilage in a frantic effort to find the kick in it.

Bicky has a very worried expression lately. We imagine it

is derived from serious consideration and mathematical calculation as to how many square inches of New York real estate at \$\$ per will be required to park both his cars, to say nothing of his dog, his wife and his baby.

One grand thing about Belmar these days is that when anything goes wrong we have a handy goat in Mr. Ranger. Take off that tone trap!!!

As our star pessimist we present Bill Taylor, who has paid out thousands of dollars (in his mind) already, as rental on two rooms and bath at \$250 per month; nothing less to be found. And he has been overcome with the heat a dozen times just by the mere thought of working in a city office.

And now, for the moment, we bid you all a sad and fond farewell, only to show up on the job again at Broad Street with a grin and full of pep and ginger.

Superintendent Barsby, who has been confined to his bed for several weeks with rheumatism, is making good progress towards normalcy since the return of Mrs. Barsby and the baby from Europe. Mrs. Barsby's sister, Miss Grimsley, came over with her for a visit. During Mr. Barsby's absence from his desk, Mr. Brigg, Assistant Superintendent, has most acceptably filled his chair.

SAN FRANCISCO

A NY of the craft whose names do not appear in these columns are just naturally 100 per centum strong in efficiency, and we have been unable to discover anything to place to their discredit, although we are not going to talk about anybody unless they are our friends, as we are one big family, where there is very little discord.

During the absence of George E. Baxter, who spent his vacation on the Eastern slope, George F. Shecklen wore the crown.

Robert Malcolm says he would enjoy these warm days if he didn't have a frontless shirt, so that he could remove his coat (indoors) and if Sutro baths were not so far away, etc. Wonder if we aren't keeping Bob up?

Peterson, the speed king, one-finger touch system servicer, says he has nothing but service to hand out, be 'em long or be 'em short. He believes in putting the ball over the plate, and has registered several home runs of late, due to the fact that there was a wooden-legged man on first.

Conway made a purchase recently of a double-lens pair of goggles. We understand that since acquiring the X-rays Bill is possessed of the power of detecting errors in messages without even removing the wrappers from the day's business; more especially those messages that pertain to rates. We are wondering if his harem won't have a hard time getting by with anything, with

a pair of such powerful glimmers in their midst.

Nichols has rented a garage, which he expects to utilize to store his personal correspondence. Nick leaves for his place of abode daily with all pockets bulging with said material, and says if business falls off along these lines he may buy a flivver later so that he will not have an empty space on his hands.

PALEOZOIC MEMORIES:

Somewhere in San Francisco there is yet to be found a quiet, peaceful spot. Although bone dry, there seems to be sufficient literature to be digested when Jawn gets clear. To our knowledge, POJ—poor old Jawn—has only seen land and partaken of this pleasure (which had a mournful termination) once during a period of three months. If the reader is in doubt as to the exact location, just ask Jawn (Hauselt) if he holds an evening paper.

Miss Mary Horton has voluntarily added considerable to her daily toils—side issues which space does not permit mentioning. Quoting Walt Mason: "There'd be no tar in the marmalade if each man did his best." Miss Horton is obviously putting this theory to a practical test.

Bill Thacker, Scribe.

BOLINAS

BY the time we get in print the funeral of old KET will be over, we hope, and the new-born will be singing along merrily. Mr. Finch has arrived from Honolulu to conduct the tests. Some of us will say good-bye to the old spark set with the feeling of having lost a good friend, for it certainly has performed nobly these last few months, while our spare machinery was all torn out. No longer can we lie in bed in the hotel and listen to the spark pounding the traffic through to Honolulu and Japan. But it will be a great relief not to have to go in the silence (?) chamber every hour to oil up, and the mid-watch will sure be happier when they don't have to swab down the discharger with kero-ene.

Shift Engineer E. P. Hill was transferred recently to Kahuku, where, according to the latest reports, he is stepping 'em out in great shape. We advise you boys over there to watch out for your girls, as the number of broken hearts he left around here sure was fierce. Say, E. P., have you written to the little widow yet?

Dynamo Tender E. G. Abbot has been relieved from the power house and is now engaged on the land lines.

The old saying that even the walls have ears is outclassed at this station, for we have walls which talk. Mr. Bollinger has the pleasure (or displeasure) of hearing the signals sent from the KPH set, through the metal lathes of the walls of his cottage. The signals are heard all over the house. At first it was a curiosity,

but later became rather annoying to listen day after day to the same chatter.

Visitors or new people at the Bolinas station are told the weather conditions here are unusual, and we are beginning to think they are, for we have had one nice day in two months. Mr. Finch (thanks to him) brought nice weather the day he came, but we were soon plunged back into the same old routine of rain and wind the day after, so our joy was short-lived.

Not long ago Bransch's Lizzie passed away. He went out one morning, and the poor thing was quite dead, and the coroner returned a verdict of death from natural causes. So now Bransch has a new Lizzie, latest model n'everything, and he has resigned from the hiker's club. T. A. Chambers, our machinist, drove in one morning with a brand new baby carriage—beg pardon, we mean baby grand—and is stepping along with the best of them. Rigger Nedros has got his Ford trained fairly well. So far it has refused to climb the masts, but we believe that with a little perseverance and gentle treatment a Ford can be taught to do anything.

Mr. Sachse, one of the G. E. men, has left us for Long Island. Everybody hated to see him go, even the ladies at Willow Camp. How about it, Sachse? We hear that Rocky Point is known as the paradise of Long Island, so Sachse must be a lucky man. Our friend Stack proclaims that nothing can draw him away from the beauty of sunny California, though he claims that Bolinas must be in Alaska.

Those who are still inhaling fog at Bolinas send their best to the former inmates who are now at Kahuku and Koko Head. Fog is never seen in the Islands, so they must be quite homesick for it. Particularly, we all wish our friend Walter the best of luck in his venture, and we hope to see him in Bolinas again one of these days.

WEDDING BELLS

At Williams, Arizona, June 14, Leslie E. Taufenback to Helen Elizabeth Briscoe, both of Los Angeles. The honeymoon was spent at the Grand Canyon. The groom was formerly and for several years in the service of the Radio Corporation at New York and San Francisco. During the war he served in the Aviation Corps in France.

Henry Heisel, of the Accounting Department at the executive offices, has met his fate. He is to be married to Miss Hazel Tilman of Brooklyn, U. S. A., on July 2, 1921, at the Bushwick Avenue Methodist Episcopal Church. (The Dempsey-Carpentier fight is also scheduled for the same day.)

RADIO INSTITUTE

NEW YORK

THE Radio Institute of America graduated seventeen students during the month of May.

A 100-watt C. W. transmitter is being installed at the Institute, and will probably be in operation by the time this appears in print.

The results of the Dempsey-Carpentier bout at Jersey City, July 2, will be made known by wireless telephony through a loud speaker in the Institute code room, and all employees and their friends are welcome. We hope for a big attendance.

HEAD OFFICE

President Nally, accompanied by Mrs. Nally, sailed for Europe June 14 on the *Aquitania* on business of the company.

The company has recently completed the stringing of two copper wires on its poles between Marion and Chatham, Mass., making eight wires now on the poles.

The new operating building at Riverhead, L. I., was placed in service June 30.

Mr. Ross, Comptroller, has returned to duty after a brief but painful illness.

Mr. Winterbottom, Traffic Manager, is spending a few days at Stavanger station in Norway.

Assistant Chief Engineer Reoeh is preparing to visit stations on the Pacific Coast and in Hawaii.

J. L. Finch, of the Engineering department, who has completed the adjustment of the alternator at Bolinas, is now en route to Kahuka on a similar errand.

Superintendent Nicholls, of Boston, was a recent New York visitor.

General Superintendent Pillsbury recently spent a week-end at Boston.

The first meeting of the Static Club, recently formed at New York, was held June 22, for organization only. A full report of the meeting will appear next month.

VACATION TIME

This is the season when we all take to the woods, and we can do so with a clear conscience after a year of faithful work. Some of you will be enjoying dips in the ocean, some fishing in mountain streams and following inviting trails and some will rest quietly at home. You will no doubt have interesting experiences that your comrades in the service would be glad to hear about. Maybe you will take a Kodak along and get some good views of

outdoor life. Don't forget WORLD WIDE WIRELESS. Remember that nothing brightens up its pages like pictures. If you type-write your article, please use double and not single space. In preparing the matter for the printer, it is frequently necessary to make interlineations, and the double space gives room for these. We hope everybody will have a bang-up good time. As for the editor, *he's going a-fishing.*

EASTERN DIVISION

NEW YORK

LOUIS SARNOFF arrived in New York on the *Amcross* on June 11 after a trip of several months, during which he visited important seaports of South America and Germany. He reported having had a very fine trip, and judging from his cash returns he was kept fairly busy handling traffic.

John A. Nash recently returned from a voyage to Pacific Coast ports on the *Steel Ranger*. He speaks very highly of the staff at the San Francisco office, and especially mentions Mr. Malarin, marine superintendent of the division, as a gentleman well worth meeting.

Quite a few of our men decided to take a "vacation" during the past month.

Miss Florence Levy, after rounding out more than a year's service in the office, is preparing to take a well-earned vacation of two weeks. She is wondering if the operators will miss her while she is away.

BOSTON

G. E. Travis has returned to the *Governor Dingley*, which travels so fast they had to remove the propeller.

L. C. Noble has come here from Norfolk, and is on the *Calvin Austin* with Frank Justice. (Yes, sure, Barber is back on the *Belfast*.) Anyhow, Clifford lost his suitcase, containing articles too numerous to mention in Manhattan. When last seen he was heading for the New York boat, chortling at the prospect of seeing the caretaker of his luggage in clink.

N. W. Filson, after seeing much service with one of our competitors, and after spending a period contemplating several possible means of financial gain, has hitched his wagon to the *Governor Dingley*, and the Paige will continue to consume that vital source of its energy, gas.

When Henry Munroe of the *Camden* reports at the office, on the first and fifteenth of each month, we have excitement. Henry dotes on excitement. Gosh, we hate to think of Henry tearing in without Mrs. Henry to subdue him.

We almost forgot Robert. You all know Robert. Well, Robert sought the end of the rainbow at Chatham; in fact, he actually got there in the flivver coop. But he's not disappointed. He expected it. He still smiles. He's still an optimist.

SOUTHERN DIVISION

BALTIMORE

OUR congratulations to Mr. and Mrs. Louis Richwein on the birth of Charlotte Louise, born Thursday, May 5th.

Operator Friend, recently assigned to the *Western King*, at this port, was removed at Halifax, N. S., on account of sickness.

The Ore Steamship Company's *Feltore* and *Mangore* are being refitted with standard P-8-A sets at Sparrow's Point, Maryland.

We recently had the pleasure of a visit from Operator Fred Crone, an original Southern divisioner, now working for the Merchants and Miners Company.

It is hardly worth while to mention that our storeroom recently acquired a cat. Mouse traps were of no avail, hence the animal, which, from appearances, is on the job. At least she can eat, as twelve cents daily for fried liver goes from Constructor Grantlin's pocket. Grantlin wants to know why the cash cannot be charged to R and M.

The steamer *Carenco*, of the Shipping Board, was recently fitted with an audion outfit at this port.

GULF DIVISION

THE Coast Despatch fruit traders, *Herman Winter* and *H. F. Dimock*, after a long lay-up at Mobile, have returned to their former service between Mobile and Central American ports, thereby creating jobs for L. P. Williams and A. E. Ermatinger.

The Radio Corporation's Mobile district office, in charge of R. H. Coffin, is now located at 80½ St. Francis Street.

James Bondi, after an unsuccessful attempt to get back into our Great Lakes division, has returned to the Gulf and been placed in charge of the Shipping Board steamer *Tampa*. This happened on May 16th, but Bondi and the *Tampa* are still at New Orleans owing to the *Tampa* having tried to get from the Gulf to the Atlantic via the overland route.

T. J. Alderman, one of our permanent fixtures, after three years' continuous service on the *Coahuila*, has been granted a short leave of absence.

W. L. Hille is spending his vacation in a hospital at New Orleans, having just undergone an operation for appendicitis. He is reported as recovering rapidly, and will therefore be back at his old job on the *Jalisco* before very long.

The Loyola Amateur Radio Club was recently organized here, and great hopes are entertained for the future of this new club. The initial impetus was given the organization some time ago when H. C. Gawler, of the Radio Corporation, was in New Or-

leans and gave a very interesting and entertaining lecture at Loyola University on vacuum tubes. Among the members there are a number of commercial operators attached to ships operating out of New Orleans, who expect to receive a great deal of valuable information on the latest progress made in the Radio World, through lectures that will be given from time to time. The club has the privilege of holding its meetings in the auditorium of Loyola University and the use of fine projection and moving picture machines, together with an unlimited number of instruments from the laboratory of the university. At the last meeting E. T. Jones read an interesting paper in which he touched upon the importance of the prevention of interference by amateurs in the operation of commercial stations, and means were discussed whereby this possibility could be eliminated. It is hoped that the club will be of material benefit to both the amateurs and commercial radio at large.

From our professor of *foreign* (very foreign) languages, Williamson, Port Arthur district, comes the following, addressed to one of his students at the division office:

"Let me tell you a little story that would have killed you if you had heard it while you were in the navy:

"On May 18th, 1921, one poor fish named Williamson proceeded from Port Arthur, Texas, to Beaumont. He went to one bateau named 'A——,' and changed antenna; added about 100 feet.

"The operator and I were busy working way up on the mast, account sailors on strike. When it came to do a little hoisting, operator went down to do it while I held bridle. Operator was too light, and couldn't move it. He yelled same up to me, and then the marvelous happened; the captain of the vessel came out and yelled 'Wait, sparks, I'll give you fellows a hand.' He hoisted the antenna, helped us measure wire, shinned up the mast, and gave us a real hand, believe me. After this he took us into his private saloon to chow (captain and chief engineer eat forward on the big tankers; rest of crew eat aft). He had chief steward dish out the best on the vessel—all kinds of swell fruits, salads, chicken, etc.

"After it was all over I began to come out of my daze. When captain first came out and started helping, I was on top of mast. When I saw who it was pulling on a dirty rope, I came near swooning and falling off that mast. After that I saw things a bit hazy. I am half inclined now to think I dreamed the entire thing.

"Just think what would happen if a bunch of gobs had been on deck and saw this. I bet the whole works would have croaked right there.

"Now the third mate and the boatswain of the vessel would not have stooped so low as to frown on us poor radio bugs.

"I think this is the crowning glory of all the weird and dizzy experiences any guy ever had. To be captain of the 'A——' is some job; the quarters are like a palace, a big, fine, new tanker, about 10,000 tons.

"Do you think this happened or did I get sunstruck and dreamt it?"

GREAT LAKES DIVISION

CLEVELAND

LAKE freight traffic is gradually picking up, an additional vessel being added occasionally to the fleet. By the middle of July, practically all of the radio-equipped vessels should be under way, and our waiting list be cut down to a reasonable length.

Constructors Leonard and Elliott replaced the apparatus on the Great Lakes Transit Corporation vessels *Tionesta*, *Juniata* and *Octorara*, in commission prior to their recent seasonal opening. The *Tionesta* equipment is in charge of W. K. Wing, while J. L. Eddy holds the junior berth down. The *Octorara* has D. S. Little and W. E. Weckel as senior and junior, respectively. It will be remembered that Little was aboard this vessel during her entire sailing season of 1920, while Weckel was aboard the *Delphine*. Senior Lind and Junior McCaig will hold down the berths aboard the *Juniata*.

LeRoy Bremmer has recently relieved D. G. McDaniels as purser-operator of the carferry *Ashtabula*.

Guy Harden has been assigned to the passenger steamer *City of Buffalo*.

Senior Hopponen, of the *City of Detroit III*, has requested an indefinite leave of absence, Junior W. B. Jameson having replaced him as senior, and Macomber assigned as junior.

J. W. Stack has relieved Frederic B. Schramm on the *E. J. Earling* for two or three trips.

John H. Sokutis was recently assigned to the *City of Erie*, a Cleveland-Buffalo run passenger ship.

C. W. Sheets is now aboard the *Missouri*, vice H. B. Courchene, relieved.

Norman S. Walker has been assigned to the bulk carrier, *Wm. A. Reiss*.

Equipment aboard the *Seegndbee* was placed in commission prior to her recent sailing, with Ernest C. Brelsford as operator. This is Brelsford's first assignment this year, although he completed the season of navigation in this division during 1920.

M. G. Limb has sailed on the *Theodore Roosevelt*, this vessel's first trip of the season.

PACIFIC DIVISION

SAN FRANCISCO

SHIPPING out of San Francisco has been affected since the 1st of May by the refusal of the employees to accept a 15% reduction of wages. The crews of vessels arriving in port have been paid off and new crews assigned as fast as they can be recruited at the new wage scale. It was difficult at first to obtain enough men at the new scale to man the vessels, resulting in some of the sailings being deranged temporarily. Sailings are becoming more regular and conditions more normal.

There has been very little disturbance as a result of the change. No strike has been called by the United Radio Telegraphers Association, and the matter of service is left entirely to the individual, whether or not they wish to accept a position under the new conditions. In all cases operators have been found who were willing to accept assignments at the new rate.

The *Acardo* was fitted with a $1\frac{1}{2}$ KW quenched set for the Marconi International Marine Communication Co., Ltd. Installers King and McCarthy solved all the problems of assembling the various units of the set, and hope that the results will come up to the standards of our English cousins, and meet their approval. Inspector Colbert had his troubles getting a 17% coupling when tuning the set on account of the long aerial combined with the fixed primary and secondary inductances.

The new freighter *Manukai*, just completed by the Moore Shipbuilding Co. for the Matson Navigation Company, a sister ship of the *Manulani*, was equipped with a new 531 $\frac{1}{2}$ KW 500 cycle set. The demand for P 8 2 KW apparatus being greater than the supply, necessitated the installation of a 531 set, and we are looking forward with interest to the results to be obtained on her maiden trip to Honolulu. She is being equipped with a 140-ampere-hour Exide storage battery by the Herzog Electric Company, which will operate the main set independent of the ship's power.

SEATTLE.

During the month this district was visited by George E. Baxter, City Superintendent at San Francisco. George was only with us for two or three hours, but we hope that on his next trip he will lengthen his visit a little, and maybe we could then show him Vancouver, which is in Canada!

On May 21, Lieutenant Commander Luckel, of the 13th Naval District, read a paper at the Institute of Radio Engineers on the commercial side of the naval communication service. The several Radio Corporation representatives who were present agreed that Mr. Luckel had his subject very well in hand, and found the meeting itself and subsequent discussions very interesting.

Next month we will install on the *Admiral Watson* a 1/2-KW P-5 set. We will then have these Admiral boats fixed up, with the exception of the *Admiral Goodrich*. Her turn will come shortly after.

Roy Massey left on the M. S. *Ozmo* for McGrath, Alaska, where he will install and operate a 2-KW set for the Alaska Treadwell Gold Mining Company.

W. B. Wilson, an old-time employee of this company, now in the navy, has been re-assigned to the Seattle Station, NVL.

PORTLAND

The installation of a P-8 panel and 106 receiver on the *Swiftlight* has been completed. This is the sixth vessel of the Swiftsure Oil Transport Company to be equipped at Portland. Installation of a P-8 panel and 106 receiver has been started on the *Swiftwind*, the seventh vessel of this line.

Two operators remembered the old home town, and two nice letters were received. One was from Bob Palmer, the other from R. Kimberk.

PORT OF LOS ANGELES

Our friend Noah, who some years ago completed the first sea-going craft of his time, has a colored-imitator in the Port of Los Angeles.

Mr. Johnson, having created a new religion for his dark-skinned congregation, has built an ark to transport his missionaries to Monrovia, Liberia, so that the inhabitants of that benighted land may be given a chance to become civilized and fall in line with his teaching.

The ark was to have been launched one day last week, and most of the colored population within a radius of fifty miles of this port came down to see the ark take the water, but brother Johnson's plans were doomed to disappointment, as the high tide was not strong enough to budge her, and tug boats would not tackle the job on account of the poor construction of the ark.

There are no engines in this latest style of seacraft, and no means of motive power have been devised with which to propel her, but brother Johnson says she will surely arrive at Monrovia if he can only get her launched.

It is reported that he has a full passenger list composed of the elite of East Los Angeles, and they are waiting anxiously for the ark to make her initial trip, whether it be on the surface or submerged.

No arrangements for radio equipment have been made up to the time of going to press.

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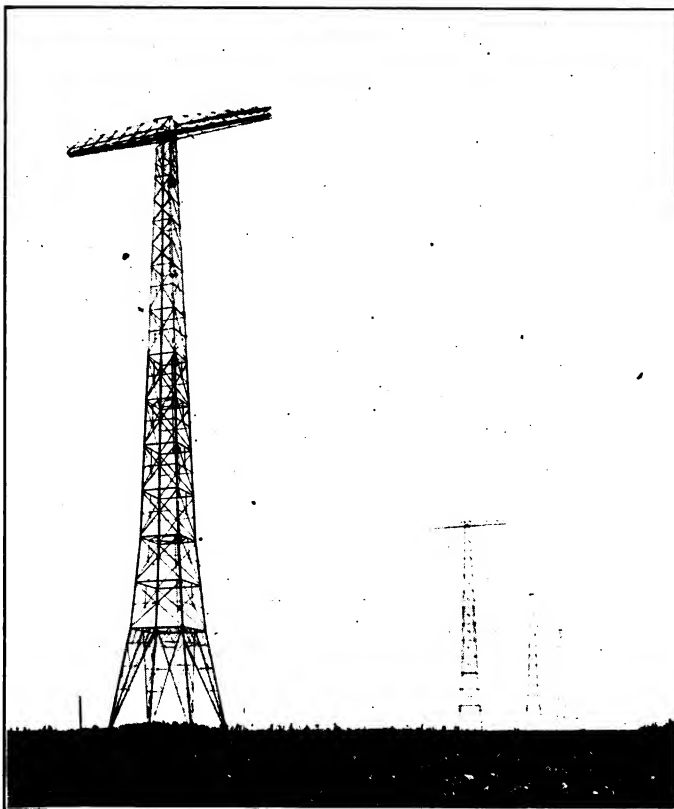
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AUGUST, 1921

VOLUME 2

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NEW YORK RADIO CENTRAL-TYPE OF TOWERS
See Page 3

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Hon. John W. Griggs	Frederic A. Stevenson

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David Sarnoff, General Manager	Charles J. Ross, Comptroller
George S. DeSousa, Treasurer	Marion H. Payne, Assistant Treasurer
John W. Elwood, Secretary	Lewis MacConnach, Assistant Secretary

Sheffield & Betts, Patent Counsel

William Brown, Attorney

Ira J. Adams, Patent Attorney

Harry G. Grover, Assistant Patent Attorney

William A. Winterbottom, Traffic Manager

Lee Lemon, Director of Traffic production.

E. F. W. Alexanderson, Chief Engineer

Roy A. Weagant, Consulting Engineer

Dr. Alfred N. Goldsmith, Director of Research
140th St. and Convent Ave., N. Y.

Edward B. Pillsbury, General Superintendent

Arthur A. Isbell, General Superintendent,

Pacific Division, San Francisco

Wm. P. Van Wyck, Purchasing Agent

Matthew L. Bergin, Director of Radio Institute of America,
98 Worth St., N. Y.

RADIO CENTRAL

A TRIP TO THE "PROMISED LAND"

As seen by Pierre Boucheron

THEY call it the "Promised land." I had heard this expression so many times before that I was beginning to wonder what the place looked like and how near to completion it was, so Mr. Grimes and I dropped off at Rocky Point, L. I., the other day to look Radioland over. Mr. Hammond, the resident engineer tells me the above expression was first used in some correspondence between himself and a friend some time ago.

Radio Central has by this time secured enough publicity in the press of the country so that the average individual knows what the station is intended to do and it does not take much stretch of the imagination for those who are in the radio game to realize what the "Promised land" means to them.

First, it is the "Promised land" because Radio Central is destined to become the hub of World Wide Wireless. Literally speaking, thousands of international dispatches will some day find their way to this Radiogram clearing house. Secondly, it is the "Promised land" because this huge project means much to the professional radio man, whether he be engaged in the engineering, operating or commercial end of the business. When this station is in full commercial operation many operating problems will unfold themselves, thereby enriching the practice and technique of international high power radio communication. This will mean wide applications and new uses for radio which, of course, will mean increased opportunities for the pioneers or those who are engaged in it today. It is simply a matter of having faith and "carrying on"—the future will soon overtake us.

But, to get back to the big job. As one of our illustrations shows, nearly six of the twelve towers (first wing) have been erected and at the rate these go up the second wing will be completed in very short order. As will be seen, these towers make quite an impressive spectacle. They are truly the sentinels of World Wide Wireless. Some of the men on the job tell an interesting story of how the natives wagered in all manner of ways last winter when the first tower was being erected, the popular belief being that the towers would reach up into the sky and lose themselves in the clouds—three miles high at least. Nevertheless, when the first tower was finally completed it made quite an interesting sight in the surrounding country, for as it stood in the cleared space it was distinctly the tallest thing for miles. As soon as the other towers went up, however, the effect was not quite so marked, although when the star is finally completed and all towers are up, it will certainly make a most unique landmark.

On the day of our visit, one of the metal cross arms was being placed in position and we were surprised how readily this ticklish

job was completed by the steel workers. Each tower is 400 feet high while the cross arms are 150 feet long. The upper part of the steel tower is galvanized so as to eliminate frequent painting which otherwise would necessitate shut-downs to permit the painters to work. The lower part, however, is ordinary steel and since it is quite remote from the vicinity of the high frequency zone near the aerials, regular painting can be more easily accomplished.

The power house is nearing completion. It is located in the center or focal point of the antenna system and a short distance away is installed the cooling pond which is also nearing completion. Inside the power house, the first two Alexanderson 200 k. w. high frequency alternators are being erected. Engineers, mechanics, masons, plumbers, laborers dart here and there, all very much on the job and working hard towards the future success of the big station.

Thanks to the rough riding qualities of the Ford in which Mr. W. G. Lush piloted us, we were able to reach the noon mess five minutes ahead of schedule. Here we had an opportunity of seeing the happy family "put on the feed bag." The community house and bachelor quarters are entirely finished. Although simplicity is the keynote of the arrangement, Mr. R. C. Edwards, our architect, has certainly designed things for comfort, home environment and artistic effects. The rooms for the staff are pleasantly situated and every convenience has been provided so that men on the job at Radio Central will have no cause for wishing to return to the city. From what I can see of the present layout, men on the job at Radio Central will have no cause for wishing or summering proposition. Incidentally, I do not see why the Advertising and Publicity division cannot most effectively function at Rocky Point instead of at 233 Broadway, at least during the summer months.

Judging from present indications, it is expected that the first unit of Radio Central will be ready for commercial operation some time in August. The opening of this circuit will materially assist the present daily European service performed by the New Brunswick and Marion transmitters. This will immediately increase traffic facilities.

The receiving station to operate in connection with Radio Central is located at Riverhead, L. I., which is about twenty miles from Rocky Point. This station is designed to accommodate six receiving units, four of which are now in operation, working direct with 64 Broad Street, New York City. This receiving station is unique in the fact that there are no operators present, all signals received being automatically transmitted to the Central Telegraph Office at New York. Thus we have remote control of the receiver with 100 per cent radio control accomplished, where

formerly it was only 50 per cent and could only be done in the case of transmission.

Radio Central is truly the "Promised land" and great things are expected here, once it is placed in operation.

N.B.—Would it be possible for the Radio Provident Club to negotiate a picnic to Radio Central some holiday this summer, say Labor Day? It would give many of us an opportunity to visit the big job and at the same time spend a day under most pleasant surroundings. There's hiking in the woods, bathing in the sound, picking of wild fruit, etc. What say?

(Editor's note: Suggestions invited.)

WIRELESS MEMORIAL

THE Wireless Memorial Fountain erected some years ago in Battery Park, N. Y., in memory of Radio operators who lost their lives at sea in the performance of their duty, and which has been in the custody of the N. Y. Maritime Exchange, has now been transferred to the care of a committee of six consisting of two directors of the Maritime Exchange; Captains Jacob C. Reichert and James P. McAllister; two officials of the Radio Corporation of America, Messrs. E. B. Pillsbury and J. B. Duffy, and two representatives of the American Radio operators, Messrs. Benjamin Meckerman and Samuel Schneider.

The committee held a meeting at the Maritime Exchange June 29th, and elected E. B. Pillsbury president and secretary, and J. B. Duffy treasurer.

It was voted to appeal to the Park Department to have the memorial renovated and secure better attention to its maintenance.

RADIO PROVIDENT CLUB IS BOOMING

THE first half of 1921 finds the Radio Provident Club in a flourishing condition. The Club has over eighty members who are saving their money.

This is a good showing, but there are still a large number of employees in New York City who might avail themselves of this opportunity to save and to participate in the Club's earnings.

Profits from sales of candy, cigars and cigarettes are steadily increasing and many employees have been accommodated by securing loans from the Club at a fair rate of interest. In the early fall it is proposed to have another dance for the purpose of promoting a social spirit among the staff and, incidentally, to swell the profits to be distributed in December.

Every Radiocorp employee in New York should participate in the privileges of the Radio Provident Club. Get in touch with Mr. L. MacConnach and ask for details. Do it now!

THE RADIO TELEPHONE AT THE DEMPSEY-CARPENTIER SCRAP

HOW THE RADIO CORPORATION OF AMERICA PERFORMED ONE OF THE MOST UNIQUE AND SPECTACULAR NEWS SERVICES OF MODERN TIMES

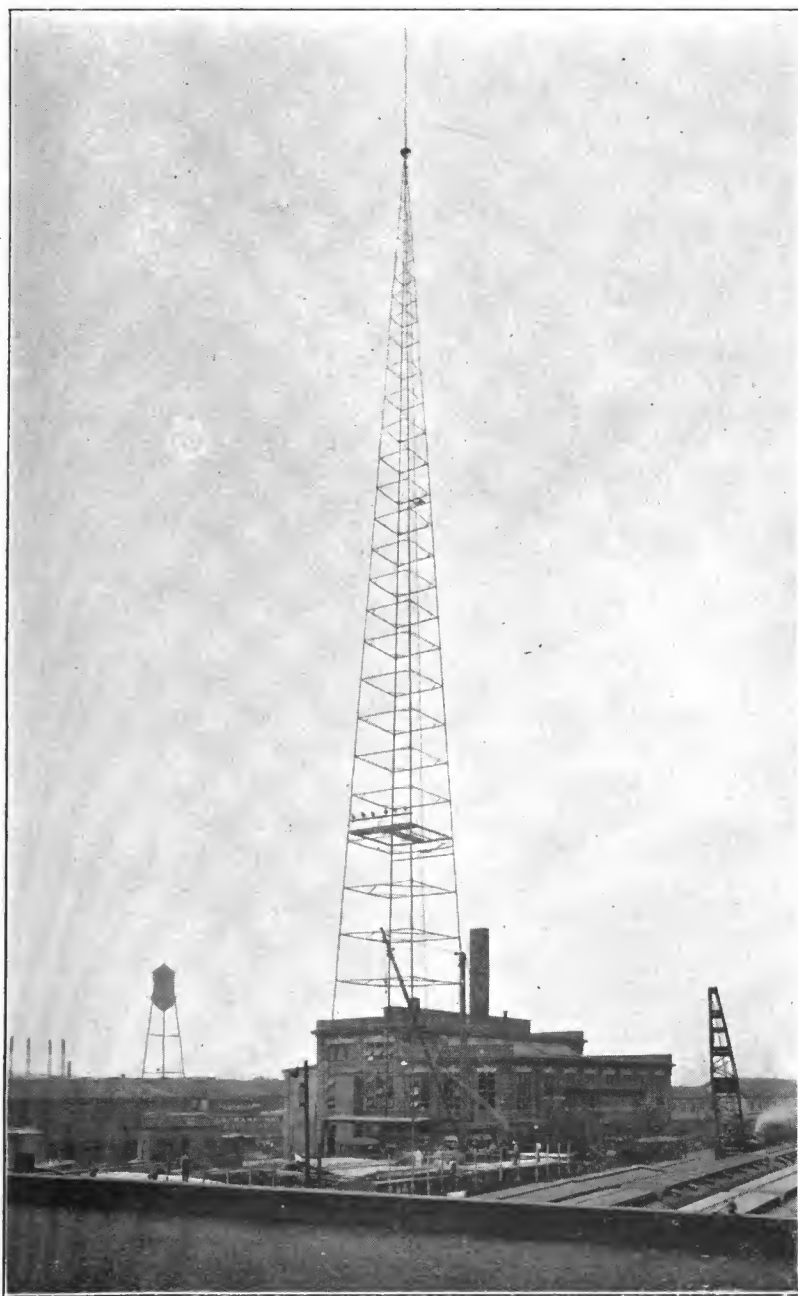
By Pierre Boucheron

WHILE Referee Harry Ertle counted "One, two, three, four, five, six, seven, eight, nine," and finally the fateful "ten," more than 300,000 "ear witnesses" to the big Dempsey-Carpentier fight were breathlessly "listening in" and hearing the same words by means of their radio telephone receiving apparatus. These amateur and professional radio men were located on land and sea at points far removed from the fight arena. In fact, practically every radio fan in New Jersey, New York, Pennsylvania and other surrounding states was at hand, as well as nearby friends and neighbors to hear for the first time the returns of an international sporting event by radio telephone. Then, too, many stations caught the words and in turn relayed the news farther on to more remote points so that the event was heard throughout the United States from the Atlantic to the Pacific coast in the same unique manner. In addition to the amateurs, hundreds of vessels, near and far from New York harbor, had also "tuned in" and passengers and crew alike heard not meaningless telegraphic signals but the actual voice of the radiophone reporter announcing in the same manner as an eye witness would, the essential features of what was going on in the arena.

This scientific feat which marks a new era for radio telephony was made possible by the combined efforts of the General Electric Company and the Radio Corporation of America, the first organization, by furnishing the necessary apparatus, and the second by installing and placing the set in operation and performing the multitude of details which this feat involved to make it a success.

In recent years much has been said concerning the wonders of wireless, but the stunts mentioned were in most instances isolated cases which did not particularly benefit any great number of people or mean much to the average person. This latest project, however, was singularly unique in that it gave out timely news to thousands of Americans without the thought of mercenary remuneration. It is probably the greatest achievement of radiophone broadcasting up to date.

The project was primarily devised to help the Committee for Devastated France as well as our own Navy League. Wireless amateurs within a radius of 200 miles were asked to help by offering their services in erecting suitable receiving equipment at local theaters, halls, sporting clubs, auditoriums, Elks, Masonic and K. of C. club houses and other public gathering places; nearly 100 in all. A nominal admission fee was charged on the



RADIO TOWER—LACKAWANNA TERMINAL, HOBOKEN

day of the fight and the voice bulletins sent by the big station at Hoboken were heard by the crowds almost simultaneously with the time of their actual happening at Jersey City. The returns from these sources were turned over to the two organizations mentioned above.

THE APPARATUS

The central radio telephone transmitter was located at the Delaware, Lackawanna and Western Railway station, Hoboken, N. J., utilizing the great steel tower which this railroad used some years ago in its train-dispatching-by-wireless system. The apparatus consisted of a 1,500-watt radiophone transmitter employing six 250-watt Radiotron vacuum tubes. These vacuum tubes, by the way, are the lamps which have well-nigh revolutionized the radio field and which directly makes radio telephony possible today.

A special motor-generator was erected near the set which furnished a potential of 2,000 volts necessary for the plate excitation of these vacuum tubes. The filaments of the tubes were heated by means of a separate low voltage winding arranged on the machine. The vacuum tubes and all other auxiliaries are contained in one unit as shown in one of the pictures, the panel of which contains all necessary switches for power control and wave lengths. The set was built by the General Electric Company expressly for the Radio Corporation.

THE ANTENNA

The antenna, which is clearly shown in the second picture, was stretched between the skeleton steel radio tower shown and the clock tower of the D. L. & W. terminal. It is of the "T" type and consists of four No. 14 stranded phosphor-bronze wires, 450 feet long with a 250-foot lead-in. It has a natural period of 740 meters and spreads about 250 feet above the ground. This antenna was energized by a current of 15 amperes furnished by the transmitter which, in radiophone circuits, is considered a great deal of current to radiate in the air. The wave length to which it was necessary for radiophone receivers to tune was 1,600 meters.

HOW THE FEAT WAS ACCOMPLISHED

The actual reporting was done in the following manner. Mr. David Sarnoff, general manager of the Radio Corporation of America, and Mr. J. A. White, editor of *Wireless Age*, were located at the ringside in the press stand and took turns at reporting the most important features over a private telephone wire furnished for the occasion through the courtesy of the American Telegraph and Telephone Company, leading direct to the radio room at the Lackawanna terminal. The news was given round by round and incident by incident, and at the other end was



THE RADIO ROOM. G. W. HAYES OF R. C. A. (SEATED) MAKING FINAL TEST. ASSISTED BY P. H. BOUCHERON

typed directly from the telephone and handed to the radiophone operator, Mr. J. O. Smith, a well-known radio amateur, in the form of bulletins. The latter immediately spoke into the regular mouthpiece shown on the radiophone panel, so that hardly a minute was lost between the actual incident and the spoken voice in the air.

Several thousand letters have since been received by the Radio Corporation from amateurs located up to distances of 500 miles from the scene of action, remarking upon the unusually clear voice of the speaker and enthusiastically voicing their approval at the success of the experiment, for it was the first time in the history of radio that the results of a boxing match were broadcasted by radio telephone.

FUTURE EVENTS

Incidentally, this initial success has decided Radio Corporation engineers to let the apparatus remain intact at Hoboken for some time to come, in order to permit experiments designed to further popularize this novel news-reporting device. In fact, it is announced that if the proposed fight between Carpentier and Brennan takes place on Labor Day the details of the bout and its results will likewise be reported in the same modern manner.

In the future, it is proposed to employ the radiophone to report all events of national and international importance, such as elections and big sporting events. Indeed, we are living in the age of miracles and the day is not far off when almost every home will be equipped with its own wireless telephone receiver capable of receiving the news of the day on one wave length, and the latest popular music and songs on another, simply by turning a knob in much the same manner as we operate our Victrolas. As a matter of record, many wireless amateurs throughout the country are doing this very thing now—it is only a matter of spreading the gospel of the radiophone to the everyday man.

NEW YORK

64 BROAD STREET

BROAD Street was certainly the centre of great excitement the 2nd of July during the Dempsey-Carpentier fight. We had the wireless telephone set erected in the locker room and Mr. Chadwick in charge. The results were conveyed to the operating room in as many seconds as it took to receive them. Mr. Rostron, acting Traffic Manager, kept his eye on the transfer of the flashes from the wires to the radio circuits. The expected result was we had the news in London and Paris ahead of them all. Mr. Sheehy had the honor of sending the results broadcast by wireless phone, and was located at the Lackawanna depot near the scene of the bout.

Mr. Weaver returned from his fortnight's vacation looking all the better for it.

Mr. Svendsen, late of Belmar, is now in our midst and is getting quickly acclimatized. His first few days evidently were the worst. Cheer up, Mike! It's all in the day's work.

We understand there was almost a split in the Henderson-Brown camp at Seagate. Seems to be quite the thing to go in bathing at night. Henderson, one night in the dark, put on Brown's bathing suit, and due to the fact that they were not of the flexible kind, result was a rip. Consequence, new bathing suit. Who is going to pay for it? Glad to say the matter was settled in a sociable way. Henderson is doing the housework for two months. Get used to it, Hendie? You may be glad of the experience by December.

We would like to draw general attention to the fact that we have quite a number of the fair sex, Mr. Hill's department having the following: The Misses Dorothy Collins, Marion Fox, Lillian Wohlgemuth, Helen Toor, Agnes Santry, Ellen Sinnott, Irene Hannon, Edith Pollnick, Bertha Blankford, Helen Grady, Gertrude Curley, Evelyn Christensen, Mae Connolly, and Edith Sherry, all fine girls. To go into detail regarding their personality would take too long; but take our word for it they lack nothing. Do not accept this as an inducement, because we understand all the above mentioned are all spoken for. Announcements will be made from time to time.

SAN FRANCISCO CITY OFFICE

THE predominant feature of news from this section of Radio Corporation activity is the recent completion of two new Alexanderson alternator units. At the time of writing, these have been under successful operation for slightly more than a month and the results are exceptionally satisfactory from a commercial standpoint, at least.

Japan traffic is moving like clockwork these days and we are particularly anxious to have some new links put in the chain. The cry of "WHERE ELSE DO YOU GO?" is quite persistent. And they want RCA service!

Vacation time is here. Our Super, George Baxter, took his while the taking was good, and owing to the Marine strike he was able to pan out two months instead of six weeks as allotted. He did a lot of work during this period, and some observing, so we can't say it was all vacation. Our speed-burning Chief Delivery Clerk, Walter Hood, left a couple of weeks ago on his little sojourn up to Milpitas. Some say he took the wife and kids along. Look out Walter!

Bob Malcolm relieved Walter on the pick-'em-up-get-'em-delivered desk and it is a safe bet his Willys-Knight is in for a trip to the mountains when he gets his vacation. We saw Bob and Shek in a uniform cap store recently and they came out with about a dozen caps under their arms. Then we trailed them to Moise-Klinkner's place where all kinds of metal signs are made. We followed them in and asked them what it was all about. They told us to watch them order. They advanced, gave the counter-sign to a salesman and proceeded:

"We want some small cap badges. They shall read:
Counter Clerk, Cashier, Delivery Clerk, Solicitor, Collector,
Telephone Operator, Bookkeeper, Bill Clerk, Messenger, Stock
Clerk, Typist."

When they got the said badges and put them on the said caps we got so blamed curious we asked what the idea was, and we got a kick from the duet:

"We're the all around relievers,
Just now we're dubbed receivers,
But we never holler quits because we're stuck,
We feel a little funny
When we lose a little money
On the bright-eyed maids who catch us out of luck.

On the PBX we're clever
And seldom miss one ever,
We're equally good as service clerks, You bet!
Delivery desk is easy,
Collecting finds us breezy,
Our solicitation never fails, by heck!

Our caps will come in handy,
Assist us fine and dandy,
And in future you should never have a fear.

We surely feel like fighting
When we wear a cap marked Typing,
And get roasted for a bull on the Cashier."

Ladies and gentlemen! All you Radio guys gather around! You fellers that think you have been doing something all these years! Now, take off your hats to our one and only Chief Bookkeeper, William Conway! Why? Not because he is a crackerjack on trans-Pacific radio traffic—but because Bill decorated some on Decoration Day. Bill is the proud Daddy of Betty and Bill, Jr., the new Conway twins. All three doing fine, thank you! We've heard of a lot of one-timers around the RCA circuits, but this is where we move up a couple of pegs.

Algy Peterson, the seer, is spending his vacation reading Sir Oliver Lodge over at his country home in Oakland. Funny thing

about this is, the young lady in charge of the Cable Department at S. L. Jones & Co. stepped out on her couple of weeks off about the same time, and Edna Newsham, our stunning bill clerk, not to be outdone, did not show up Monday morning; so what we surmise is, that Pete is conducting a summer school in "Ow-cutism", on the shores of Lake Merritt.

Miss Sabatino goes next. Myrt doesn't know whether it'll be San Diego or Timbuctoo, but she says the place she goes will have to sport a lot of sports because she's tired of the bunch of cheap-skates around this burg. Miss Horton is going to hold down Myrt's job and attempt to do the steno work, too. Nobody envies her the task.

Chester M. Jackson vacates later, and he's going to forget Morse for awhile and enjoy his nights in the hay, so he'll be all fresh when he comes back. He has hopes of seeing a loop on the roof when he returns, and a first-class receiving set so he can work direct with Honolulu. Bill Gardner has been appointed relief operator.

Gertie Hamilton is haunting the gown shops in preparation for her trip to Loz Ongelez. We only hope that some wild elk doesn't catch her down there, 'cause we'd sure miss her round these diggins.

Sadie McLoone is mum on the subject of vacations. Probably the daily ride over the Howard Street car line keeps her mind upset so badly she can't figger by the time she gets home. We'll have that road bed fixed right away, Sadie.

Mrs. Emrick also maintains a mysterious attitude, but we venture to say she won't spend all her time on the ferry boats.

Paul Givens has relieved Bill Thacker as Counter clerk and we feel PG is going to develop those Octopui proclivities which are so essential to a man in his job. He's a south paw and utilizes this gift to good advantage by writing with his left and soaking the time clock with his right, all at the same time. What's the matter with your feet, PG?

We have heard it drummed to the wide world very much recently that the Pacific is to be the center of commercial activity; that all eyes and brains and brawn will be concentrated on the vast undeveloped trade of the Pacific-Orient, Pacific South and Central America, and Oceania. Already there is much activity. Many plans are on foot to capture the lion's share of the trade and a foothold must be gained NOW by those who hope to take part in this development and reap some of its profits and wealth. It is earnestly hoped by the scribe that RCA may gain that foothold for communication in all important countries quickly, so that we may use our energy in laying a foundation that will make the word *Radiogram*, backed by RCA service, relegate *Cablegram* into obsolescence and oblivion.

NEW BRUNSWICK

IN the absence of Mr. Hayden, Engineer in Charge, who is now on vacation, we are pleased to welcome Mr. A. W. Aird of Tuckerton.

Shift Engineer Mousley is again back with us, and says that New Brunswick is a paradise compared with Tuckerton, even though mosquitos are not extinct here.

Where are our cigarettes? They can always be found in the top drawer of Belanus' desk. It sure is wonderful how some fellows can quit smoking—their own.

Blighty is wondering why all flying creatures select the power house as a rendezvous. Keep on wondering, old top, we are doing the same. Perhaps Stock can work out some idea that may keep them out without closing the windows.

Our car is running, isn't it George?

We trust that Smalley will be more careful where he sits down hereafter. Bees are plentiful around these parts and they refuse to be sat upon. However, it is a good thing there wasn't a hive of them.

Our Independence Day celebration was held on the hotel porch. There were plenty of fireworks, and the affair was a wonderful success.

Here is a picture of our mascot, Prince, who is the pride of the station. Prince is always ready for play and takes special delight in testing his strength with members of the staff by means of a stick. He has been trained to wake everyone in the hotel as soon as the breakfast bell rings but upon finding that his calls remained unheeded, gave it up as a bad job. Lady friends of the staff have put in claims for ownership, but without success. There is no possible chance for Prince to leave the station without a great deal of chagrin and depression on the part of his present owners.



PRINCE—OUR MASCOT

Mr. Rowell is very proud of his two tomcats. We should have a cat fight pretty soon, and predict it will be a hair-raising contest.

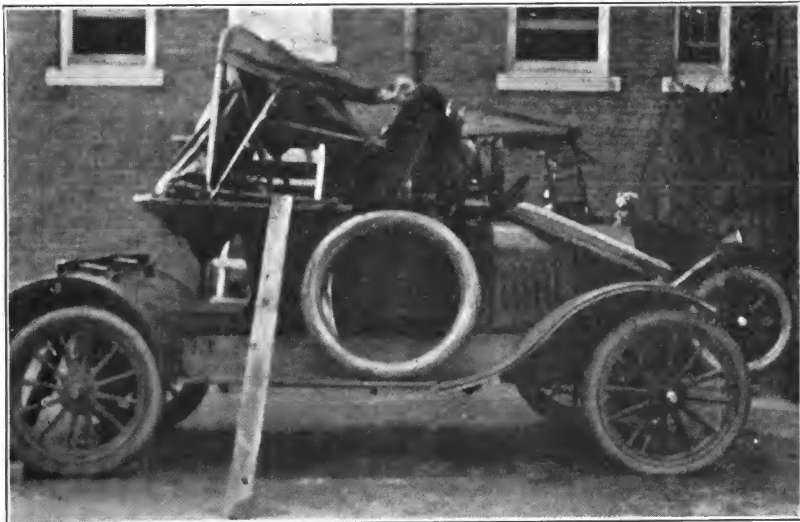
CHATHAM

WEDDING BELLS

MESSRS. Gouldrup, Higgins and Webster have bidden an eternal farewell to bachelor bliss. Higgins brought down one of the ladies from Bar Harbor, Gouldrup met his fate in New York, but Webster believes in patronizing home industry and obtained his bride in faraway East Harwich. No more will Higgins and Gouldrup apply for week-end vacations, nor will Webster hit the trail through the backwoods to East Harwich. With all this, the boys look well and we wish them and their better halves the very best of luck.

Many people at the station attended Webster's wedding, held at the home of the bride in East Harwich.

D. L. Higginbotham has sold his old Buick and purchased a late model Dodge roadster. Higgins does not like the larger makes of cars, but prefers the old Henry. We are submitting a picture of his newly-acquired car in order that you may judge for yourselves. Higgins says "She ain't much on looks, but she sure has a good engine and can eat up the road". Owing to the high price of gasoline Higgins is now using clam broth for fuel. He expects to have a rattling good time this summer.



WHAT IS IT?

We have recently acquired two deep-sea sailors in the persons of C. M. Wickes and J. T. O'Mara, who are not satisfied with sailing the boat outside the Chatham Bars, one of the roughest spots on the Atlantic coast, and there being becalmed, and it being necessary to send an SOS to the lifesavers to tow them ashore; but they still wanted to prove their seamanship by taking the boat out in a heavy wind and trying to return home overland. The *Wampus*, not being provided with wheels, objected. The boat is now in the hospital.

We have also with us the Worrall Navy. Joe Worrall has recently acquired a 16-foot power boat, a sail boat and a dinghy. The natives hereabouts are beginning to think it is like old times to have a fleet at anchor at Chathamport.

The water is wet in Ryder's Cove, isn't it Eastman? Eastman and Robinson have a new sailboat also. Becoming stranded on a sandbar one day recently, Eastman climbed out of the boat to push it off into deep water, forgetting that the sail was set. Eastman took an impromptu bath, but the only thing he is sorry about is that it wasn't Saturday night.

Since last going to press we have been favored with four new receiving sets, and although the results obtained with the old sets were pretty good, we hope that as soon as the fringes are worn off the new sets that the volume of traffic handled by this station will be greater than ever. We suspect that Freddie Johnston is pretty sore at having to leave the Radio Corporation's best receiving station. Never mind Freddie, we will help you on MUU whenever New York can't read him, if you will promise to help us on POZ when we can't read the German station.

We were honored by a visit from Mr. Rostron, Assistant Traffic Manager.

We don't know if you have been watching our working with our new marine sets, but traffic figures will show that on many days our long-wave marine set handled nearly as many paid words as some of the trans-Atlantic circuits, and we have only begun. Still we are greatly handicapped by being able to receive only from a distance of 1,000 to 1,500 miles. One of the engineers, in the person of Mr. Amy, says that our receiver should be able to work all the way across the Atlantic, but there seems to be a hitch somewhere. Never mind, when we do get going, which will be very soon, some of the other circuits will have to work high speed during a large part of the day in order to come up to our marine figures. WCC is in a fair way to becoming the busiest marine station on the map.

We welcome to the station Messrs. R. Parrish and P. Keating. Also Mr. C. E. Pfautz, Receiving Engineer.

Our new matron, Mrs. MacLaughlan, is cordially welcome and we soon expect to see her initiating the bunch into the intricacies of croquet.

MARION

DURING the recent Northern Lights storm—Frank Kremp, who had just taken up the duties of Shift Engineer, made a heroic effort—the like of which has seldom if ever been done before. Frank undertook to tune the lights out. When the earth currents came all positive or all negative, he pulled and yanked the old polarized relay most off the board in an effort to offset the effect—but no hopes—for old man Aurora Borealis put his hoof down real hard-like, and after Frank got tired blaming Chatham's unbalanced battery, he sat down and said, "Well, bo, there's the relay all hooked up, the juice is at your end, if you can't make it work—I'll be clammed if I can."

McGeorge's auto (breed and vintage unknown), has lately established some remarkable records. The first of which, was one night on a return trip from Mattapoissett. When Hammond's Hill was reached, the ole crate just naturally died, half way up. Mac., quite undaunted, threw her into neutral—released the brakes—backed down the hill and then used the momentum thus gained to turn the engine over (self-starter—as it were). We nearly crashed the running board off a Ford Rolls Nyce which was ascending the hill. On another occasion, Mac's. chariot attained a speed of twelve miles an hour. Mac. volunteered the use of his car to attend a dancing party at Bourne, one night, but his lady friend said—"Mac., that dance is *tonight*." Nothing further from Mac.



We very proudly present herewith, a picture of Miss Bernice Jean Cumming, the three-year old daughter of Assistant Engineer-in-Charge Cumming and Mrs. Cumming. They have just returned from a very pleasant trip to their old home in Canada. During Mr. Cumming's absence, his duties were filled by Messrs. McGeorge, Sparks and Vermilya, each being assigned for a period of five days. Speedo Vermilya is so much inter-

ested in his work, that he reported for duty at midnight the first day of his two weeks' vacation. Speedo has for two consecutive months carried off first place in American Radio Relay League for handling the most messages during the month.

Rigger Bill Dunn, has made a discovery. Bill took hold of a well-grounded wire in his left hand and reached over with his right and grabbed hold of a halyard; now Bill agrees that wire's got more pep in it than Jack Dempsey's famous punch.

Marion is getting to be a great wild animal country. Harold Higgins has shot and killed several wood chucks just outside the power house door. A shift engineer came within inches of stepping on a skunk, which was sleeping in a pathway during the middle of the night. The same engineer killed a copper-headed adder snake just outside the power house.

At 10:30 A. M. on the morning of June 16th, our acting Assistant Engineer-in-Charge came rushing into the power house excitedly waving his arms, and called out the dynamo tender. The shift engineer on watch, being anxious to know where the fire was, looked out of the window and there—BEHOLD—our gallant acting Assistant Engineer armed with a piece of rubber hose, was in a fierce encounter with a garter snake. Our alternator attendant, seeing the distress of his superior, grabbed a 12-foot length of 4-inch pipe, and gripping the snake by the tail, with one blow with this light weapon, broke the snake's ribs. The alternator attendant is, we understand to be promoted for his bravery, to Acting Assistant Dynamo Attendant-in-Charge.

Walt Wagner, has returned from the Dempsey-Carpentier affair and relates great tales of the battle royal.

George Wixon, commonly known as Wicked Wixon, and Royal Vermilyea, the skipper's secretary, recently spent a day and night at Revere Beach.

How do you Wild West Bolinas men like the hum of those 200 K. W. red alternators as compared with the "Ole bread cutters?"

We want to know where traffic would be if those bugs—(Martin VIBROPLEXES) which were once said to be a "pest and nuisance and not to be allowed on our lines"—were really not used to-day?

We enjoyed the week-end visit of Mr. Reoch and Mr. Graham, but honest, we would much rather have week-end visits in the middle of the week. We sort of get all tuned up here for Sunday, and when we have such distinguished visitors, it rather upsets our balance. It is rather tough to have to blame our Assistant Chief Engineer, but as a matter of fact, we have had nothing but trouble since his visit. No sooner than he left New York City, the worst electrical storm in thirty-five years struck this part of the country, and it's been back and forth six different times since. The power has gone off about nine hundred times, the antenna insulation blown up the flue, telegraph lines all shot to pieces, and goodness knows what not. We can't blame Mr. Graham, because his visits never seem to have any ill effect on our operations.

A game of tennis was played between Mr. Graham and Mr. Reoch during their visit to Marion. Both contestants looked as though they had been in swimming when the game was finished. We understand there was a very heavy bet on this game, and although we did not see any stakes pass Mr. Graham won that game.

Mr. Reoch contended that Mr. Graham took unfair advantage by using the strung portion of the racquet to strike the ball, in spite of the fact that everyone knows that the wooden part should be used for this purpose. Mr. Graham's ignorance of this point and his terrific drive into the net, naturally placed Mr. Reoch under a severe handicap.

The visiting officials from the New York Office had a good opportunity to see the wheels go around at Marion, for they were right on deck when the severest storm of the year let go with absolutely no regard for the traffic department or the amount of traffic on hand. We trust the officials were well pleased with the way the switchboard was handled, and the interruptions corrected.

TUCKERTON

TU is about to acquire its better half. The ceremony takes place during the latter part of July. The happy couple (Set No. 1 and No. 2) will be at home in the power house after August 1st; there to run happily ever after. Rev. W. W. Brown, of the bride's church in Schenectady will officiate. The bride will be given in marriage by her father Mr. P. A. Baker.

A. W. Aird is temporarily at New Brunswick, relieving the E. C. at that station.

T. J. Hayden paid us a visit the other evening; we didn't see him but we heard he was in town.

W. F. Driscoll has taken over the duties of Elmer Mousley as shift engineer. Mousley has been transferred to New Brunswick and W. Kestler has been appointed to the vacancy of alternator attendant, due to Driscoll's advancement. Success to you, Billy.

My dear Mrs. Finch: S. P. C. A. There's a man down here; and he's still wearing his sheep skin coat; and we thought you might bring some influence to bear, for our efforts have been of no avail; and though we won't mention his name; won't you please hurry, as it is already the month of August and we are afraid it will be too late. P. S.: Please refer correspondence or representative to Shift Engineer Roberts.

A cottage at Long Island, eh? Well, Doc, don't forget, other ladies, beside landladies, may protest against late lunches.

Josh Larkin's slogan is: don't feed the animals, so we screened him up in the power house so they couldn't get at him. Kelly and Joe made a good job on screens for the power house, so that the shift men can now stand watch in peace.

Messrs. Rossi and Shannon were down recently for an inspection of construction. The deep well and alternator No. 2 are both nearly completed, and all construction forces are on the verge of leaving. It will be a great satisfaction to settle down to straight operation and a chance to polish up the station a bit.

Our Ford has been revised; the new supplement consists of Stewart speedometer and a set of new fenders all 'round. Our next addition will be a cow-catcher for rabbits and turtles.

Book agents, etc., please take notice: H. J. Smith, of this station, takes on all comers; and if they have a good line and handle it fluently for half-an-hour it's a ten to one chance he'll take one, and maybe two.

It has been noticed that a member of our staff has a habit of waving when he passes the window of W. C. Jones' pharmacy. Who is it Heinie, the nice young lady who sells hair tonic?

BELMAR

BELMAR may be dead, and all that, but there are still a few of us left down here to watch the corpse. And a lively corpse it is, too, at times, when troubles elsewhere give us something to live for.

Mrs. Mac just came back from her vacation, then packed right up and left us to take care of ourselves, while she goes off to spend the summer at Chatham. She is said to have bought a stunning bathing suit to take with her; watch out for that new diving board at Chatham, its days are numbered.

Our croquet fans say the game is not half so exciting now that Mrs. Mac isn't here to pick on. And yet they hang lights out of the windows, and play till the wee sma' hours.

Even Mr. Barsby has succumbed to the influence of the wickets and mallets and plays a wicked game with the rest of the crowd. We are glad to see him around on his feet once more.

Miss Grimsley claims she didn't come to America in search of romance, but how about that nice young farmer she vamped? And then she refused to accompany him to the Glendola movies that evening. But we notice she *starts* her afternoon walks alone, now.

A letter from the Laundry Co. for Mrs. Svendsen floated around here several days before we tumbled as to where to forward it. We hadn't even suspected such a thing. Why don't you pay your wife's bills, Mike?

Here are the makings for a piece of front page scandal!! Not so long ago, with hubby safely at work and the baby sound asleep, Mrs. Briggs and Mr. Fyfe went flivvering over to that big wicked city of Glendola, and it has leaked out that there they managed to secure more than a taste of 42½% dandelion wine. But next time

it was noticed that Fleming accompanied them as chaperone. And now we know why Fyfe has been assigned to all that hard work, climbing poles, etc.

After everyone had planned for a vacation over the week-end and the Fourth, we were very pleased ? ? to be informed that Belmar would handle traffic both days. You cannot convince us but the RD and RC staffs had it all planned. We hope someone enjoyed it.

And speaking of such, just ask Ward how he liked copying MUU while the big fight was going on July 2. But Broad Street took it over again right afterward, so that's alright.

Darlington wants to know how they keep the New Brunswick flivver going on three coils. The fourth coil is always in use as our WNY transmitter.

"The way to make money out of WNY," says Rabbitts, "is to charge the public 10c admission to watch the static make fireworks through the vacuum arresters." WCC take notice.

Matthews sold his Ford and bought a motorcycle. Now he walks to work.

After Dempsey had been announced as winner Taylor philosophically remarked, "One sure way for Carpentier to have won would be for me to have bet on Dempsey."

There is a tribe of small boys who have a habit of going bathing in the river just in front of the operating building. Which explains why Ford sprained his ankle getting out onto the porch when Franklin announced, "Say, look at this bunch of girls". We forgot to say, the boys' bathing attire is nature's own, and nothing more. But the girls had brought their suits.

Schiavi has been bathing in Shark River, too. When he comes back he uses sapolio to get the mud off.

No use trying to get T. Ward to ride in the flivver any more. Not when a certain young lady of his acquaintance will call for him in a *real* car. We are getting almost used to it, by now.

KAHUKU

THE members of the Kahuku staff recently had the unique pleasure of visiting the new Mormon temple at Laie, 6 miles from Kahuku, just before its dedication, after which ceremony no gentiles will ever enter that house of worship. This is the only temple of the Church of Jesus Christ of Latter Day Saints (Mormon) constructed outside of continental limits of the United States.

The temple is located in the little village of Laie which has been the center of Mormon teaching in the Islands since the 50's

of last century. It occupies a knoll in the midst of the picturesque village by the sea. The style of architecture is unusual and is like ancient religious piles in the Orient, with just a touch of the Babylonian in the manner in which the buttress-like wings surround the central and flat-topped structure. The temple forms the center of a series of terraces which drop in regular formations to the lower part of the hill.

The interior is beautifully finished and is furnished with tapestries, rare carpets and mural paintings which tell the story of the Book of Mormon. The great baptismal fountain rests upon the backs of 12 bronze bullocks very similar to the basin in the temple at Salt Lake City.

No more beautiful building has ever been constructed in the Hawaiian Islands. If it were not built as a temple it would serve as a rich and wonderful palace of royalty. Its cost is in the neighborhood of half a million dollars, far beyond the original estimates, but nothing was sacrificed in its completion, which necessitated a much larger outlay of funds than anticipated.

Quite a number of the workmen at the Kahuku station during its operation by the Government were Mormons, residing at Laie, most of them owning their little cottages and bungalows with taro patches and gardens planted with tropical trees in the remarkably clean and orderly and typical Hawaiian village.

BOLINAS

WELL, folks, here we are again, and as Mr. Graff used to say, everything is functioning dexterously. With number one alternator working like a charm, and the work on number two progressing rapidly, we have very little to complain about. KIE tells us that we come in over there like a ton of bricks, and we even have had JAA tell us the same.

Shift Engineer J. F. Bransch, has heeded the call of the city and has moved his family over to San Francisco, where he will follow shortly. All hands wish him the best of luck. E. J. Abbot has retired and is now taking life easy on his farm; he reports, "That back to nature stuff is the only life". OK E. J. but don't forget to look us up once in awhile. Dynamo Tender Thomas S. Baker, has been promoted to Shift Engineer, relieving Bransch. J. Parachini, recently of the S. S. *China* has been appointed Dynamo Tender.

Assistant Engineer S. W. Dean, at this writing is preparing to leave for Kahuku. Just what the attraction is over there, we don't know, but as Mrs. Dean is going along we guess it is all right. We all wish you both the best of luck, and hope to hear from you from time to time. Mr. Riddle arrived from Kahuku last week and will relieve Mr. Dean.

Messrs. Gerhart and Nichols from Marshall, called upon us recently and wanted to know just what happened when they pressed the key, so we told them all about it, and added a bit more for good measure. We are always glad to see any of the boys from ML and wish they would drop around more often.

Chambers is sure getting a lot of sport out of his Baby Grand, having covered the surrounding country pretty thoroughly during the past month, including a trip to Yosemite National Park.

Mr. Winn, G. E. machinist, arrived from Kahuku last week to set up alternator number two.

We understand that M. A. Snyder is to make his home in California, having become so infatuated with our beautiful clime that he cannot bear the thought of leaving. However, Mr. Stack has decided to leave "Alaska", and is now spending his vacation in sunny California.

MARSHALL

ONE of the things we'd like to rave about at this time is the wonderful weather we are having. Naturally, it's very hard to describe and so we'll say it's just right, the kind that you would all enjoy, and we are wishing that you could all be out here to enjoy it with us.

We don't want to be misleading about the weather here, for it's often far from being so pleasant; but we do say it has its good effects. It runs something like this: Martinelli hears that there are going to be some foot races at Inverness, just across the bay. We all know that it takes a prime mover to compete in the 100-yard dash and make a showing but Marty never felt more prime in his life. Having mislaid his pencil he figures mentally, that if he moves those slender LIMBS of his fast enuf he will win. He confides to Goodger, that fast-rising marine op., and together they steal away in Marty's French Ford. He has the confidence and all that he needs is a witness.

Why go into more detail? The fact that there are a few college youths competing does not daunt our hero. He even refuses to consider that he has been standing a series of mid-watches. Once more he takes in fully the aspect of the seldom weather and inhales several fillers of the $4\frac{1}{2}$ per cent salt air from Tomales Bay and WINS. Well done, Marty.

We merely narrate the above to show that if this weather could only keep up long enuf, even the most sluggish of us would be inspired to do wonders, nay, miracles. However, with reference to our traffic figures, we regret that we shall have to wait upon the traffic solicitors, since we are moving everything that they have put in our way so far, speedily and with ease. We wish you east coast men would take a slant at our present daily totals anyway.

It is also noteworthy to mention that Dan Reidy has of late been seen moving down along the road, one foot following close behind the other. This is a sure sign that he is getting the exercise he so much craved.

Conditions also seem most favorable to the musically inclined. Behold! A troupe of troubadours with their accompanying instruments of rythmn. Their names are Goodger, Marion, and Arensburg. While at present favoring us only occasionally with a little harmony, we expect good things of these minstrels. Keep it up fellows; every little bit helps.

Arensburg, the new marine operator, is the only new addition to the staff. He looks like a regular one and we do believe he can deliver the goods. Welcome, old man.



MESS QUARTERS AND COTTAGES

B. McDonald, who was with us for a long time and has a rare ear for detecting clicks in the phones, suddenly departed from our midst. Give us a long call, Mac.

Will some kind and well-informed person give us some dope on the prospects of either Peterson or Nichols entering into matrimonial bondage. The suspense is frantic and we don't know now whether to go to the city and spend the money we have saved up or wait a little longer to learn definitely. Now that you've got the little home Pee, why delay?

Our own little Fighting Bill Da Pep, better known as the Speed demon has sold his 19—? model "Everymorningfixem" and has purchased one of Eddie Rickenbacher's high-powered Sheridan roadsters. We are all looking forward to Bill making some

new *cross country* speed records. We also understand that Superintendent Roy has resigned from the Chevrolet colony and purchased a Sheridan Touring. Nearly everyone of the staff either owns a car of some kind or a gas boat, and some of the boys are now talking of hydroplanes.

HEAD OFFICE NOTES

President Nally returned from Europe on the last trip of the Aquitania.

Traffic Manager Winterbottom has completed his visits to Wales, Norway and France and is now in Germany. He sails for home August 6.

George W. Hayes, of the Sales Division, has returned from a western trip which took him to Kansas City and Minneapolis.

W. A. Graham, operating engineer, recently inspected the stations at Tuckerton, New Brunswick and Marion.

The first meeting of the recently organized Static Club was held at the Woolworth Building June 22 for the purpose of completing the organization. David Sarnoff was elected vice-president and Lewis MacConnach assistant secretary. The other officers are Dr. A. N. Goldsmith, president; E. B. Pillsbury, secretary, and G. S. De Sousa, treasurer, the entire board of officers constituting the executive committee. Four meetings will be held each year. They will be in the nature of smokers, devoted to good fellowship and discussion of topics of general interest. One meeting each year will be open to lady guests.

On the occasion of the marriage of Henry Heisel, of the accounting department, he was presented by his office associates with a handsome dinner set, as a token of their good wishes for himself and his bride. The honeymoon was spent at Washington.

C. J. Ross, comptroller, has returned from a visit to the Cleveland division office. At Cleveland he met his brother, B. J. Ross, superintendent of the Western Union Telegraph Company, who entered the telegraph field in 1884, as delivery clerk for the Postal Company in that city. In 1889 C. J. Ross joined his brother's staff as messenger at the "F" branch office. Both are members of the Old Time Telegraphers and Historical Association.

General Manager Sarnoff was recently in Washington and Boston.

Assistant Chief Engineer Taylor is spending a few days at Wellfleet, Mass.

Assistant Chief Engineer Reoch recently visited the station at Marion, Mass.

EASTERN DIVISION

NEW YORK

RAYMOND D. GILES is the man of the hour in radio circles. He is the first operator to sail on an American merchantman as chief with nothing to do but watch over the three assistant operators. Ray is just the boy for this job and we can imagine him in his full evening dress promenading the decks, making the girls envious of his armful of gold braid. E. H. Knies is First Assistant on the *George Washington*, M. O. Smith is Second Assistant and W. H. Barry is third. The Chief on this big ship receives a greater salary, in recognition of his position, and the first assistant's salary is the same as the operator-in-charge of other ships.

The *Old North State* sailed with a different crew of operators. Reid S. Shipley is in charge, H. F. Bollendonk is second and Adney Wyeth is third.

E. J. Stockheimer sailed for the west coast on the *Steel Mariner*.

Frank A. Boyle and S. R. Kay are on the mother ship of a Shipping Board fleet laid up in Jamaica Bay. One of the men must stand a watch from 8 a. m. until 6 p. m. while the other is visiting the various ships, charging batteries and fixing up the radio rooms, and one man must remain aboard every night. It was necessary for them to run a cable from the mother ship across all the others. Taps were taken off the cable on each ship so as to charge batteries.

Richard Warren was transferred from the *Maracaibo* to the *Lackawanna Valley*, which had been laid up. J. E. Croney took Warren's place as senior of the *Maracaibo* while J. L. Gray remained as junior.

Paul G. Bergin and Anderson Offutt are senior and junior, respectfully, on the *Munamar*.

Harry Dubofsky, a new man from Brooklyn, was assigned here to the Gulf division steamer *Crampton Anderson* on July first.

John J. Sullivan sailed on the *Sagadahoc* for the Far East.

It is noted that the latest issue of the New York telephone directory in listing the several numbers of the different Radio Corporation offices throughout the city, does not include "Franklin 3197." This number is connected direct to the Eastern division office at all times when the operator is not on duty. It will be well for the operators to note this number as it is also a convenient one for use during the day, as it comes direct to the switchboard, while the six Barclay numbers must first come through the head office in the Woolworth Building before being connected here. "Franklin 6245" also comes direct to this switchboard and is shared by the M. R. I. division and the Radio Institute after hours. The numbers for Broad Street, Fifth Avenue and upper Broadway offices do not connect with this office.

Speaking of telephones reminds us of our delightful operator, Clare Weaver, who is still rendering the very efficient service for which she became noted from the first day she spent at the board.

Miss Mary Duffy presided as a relief operator recently and showed us that there is another girl about who knows how to please.

BOSTON

NILMER HOLM, formerly of the *West Isleta*, is on his way across the continent with a new third mate's ticket in his pocket and our congratulations.

Harry Gray has left the *Norfolk*.

Frank Flood, from WSO, here on his vacation, has the distinction of having attended the Dempsey-Carpentier fight, and regaled us with an account of it. Frank appeared unduly anxious to demonstrate on us how Dempsey retained his crown.

Elmer Walter is on the *Dixieano*. Something must be done to chirk the boy up, and the little excursion to London should do it.

The *J. Fletcher Farrell* was equipped at Fore River with a P-8A set, Constructors Mike and Ike furnishing the talent. The ship is owned by the Sinclair Navigation Company and is a tanker. The radio will be operated by Gulf Division.

BALTIMORE DISTRICT

TEN-INCH spark coil sets were installed on the steamers *Norlina* and *Carolinian* during the past month.

Walter R. Hoffman, formerly on the Brazilian steamer *Jabotoa*, recently took assignment on the *Norlina*, bound for the United Kingdom.

Bill Vogel returned home after spending several months on the Old North State as Chief Operator. He took a chance on the *Sudbury* bound for Hamburg, Germany.

The *Carolinian* was recently commissioned at this port after a lay-up of several months. Joseph Ogle was assigned.

L. D. Payne was detached from the *Chepadoda* after an eight months' trip to Australia.

Mr. H. C. Gawler, of the Head Office, was recently in this city on business.

Loyal W. McKee, former Baltimore station manager, called on us several days ago to pay his respects. Mac is in the accounting department of the Naval Communication Service at Washington and has more dope on the latest rates than old man Berne himself.

PHILADELPHIA DISTRICT

IT'S an ill wind that blows nobody any good. The English coal strike certainly put new life into shipping at Philadelphia. Approximately twenty ships which were tied up at Hog Island

have been re-commissioned within the past two weeks, which means that just so many operators have been presented with meal tickets.

Oscar Foy was a recent visitor at the Philadelphia office. Foy delivered a most remarkable and interesting speech on "Hypnotism and Power of Will." We are still wondering where Foy bought the inspiration.

Constructors Berger and Schwab had a busy month during June. The following vessels were equipped:

Foldenjord, 1½ KW. English type transmitter.

Ala, 1 KW. Navy type transmitter.

J. M. Cudahy, 2 KW, P8-A transmitter (re-installation).

Henry M. Flagler, ½ KW, 531 transmitter (re-installation).

David McKelvy, 2 KW P8-A transmitter.

Puente, 2 KW P8A transmitter.

In addition to these, the installations on the *Playa* and *Yankee Arrow* were completed with the exception of tuning.

Four audion installations were made on vessels at Hog Island during June, and other installations were made on vessels in the Delaware.

Vessels newly-assigned to the R. C. A. by the U. S. S. B. at Philadelphia are the *Ala*, *Bay Head*, *Conness Peak* and *Arizpa*. Vessels re-commissioned *City of Fairbury*, *Castletown*, *West Pool*. In addition several private contract ships have sailed which had been tied up owing to the dullness of shipping.

Mr. Hartley, D. M. at Philadelphia, entertained some of the staff and friends at his home Saturday the day of the big fight. Mr. Hartley fitted up a receiver and two stage amplifier to obtain the fight returns from R. C. A. Wireless Telephone set. It was a great success, the voice could be heard loudly and distinctly by all present. Five pairs of telephones were connected in circuit with no noticeable reduction in audibility and not a word was missed during the entire fight. The entertainment was intensely interesting and we all wish to extend congratulations to all those concerned in making such a wonderful success of the unprecedented demonstration of the usefulness of wireless telephony.

GULF DIVISION

NEW ORLEANS

JACK M. DICKINSON has re-entered the service in this division. He is attached to the *Lake Floravista*.

H. L. Blaterman, formerly of the Great Lakes division, is attached to the *Swift Arrow*.

Carl A. Stolf was recently assigned to the *Lake Gardner*.

William C. Finlay, a newly-engaged man, has been placed aboard the *Dulcino*, which was recently put back into commission.

Our old friend Charles B. Buddecke, after spending a short vacation at home, is now making a trip on the *Oldham*. We expect

to get a card from Buddecke pretty soon, saying that he is seeing "Europe in Rotterdam."

Paul D. Herrold is in charge of the *Lake Dunmore*, a Shipping Board vessel, recently assigned to the Radio Corporation.

Charles C. Toussaint is making a year's voyage on the *Montgomery City*. He is going through the Panama Canal to Japan, India, through the Suez Canal, Mediterranean Sea and Atlantic, back to this port. Some trip!

C. F. Bailey has been transferred from the *Lake Flournoy* to the *Tekoa* at Galveston.

J. C. Drouilhet is junior on the *Coahuila*, vice Vincent Fertitta.

Wm. J. Taylor, Jr., is in charge of the *William Isom*.

Paul C. Lampiasi is in charge of the *Craster Hall*.

Ernest B. Smith was recently transferred from the *City of Vernon* to the *Afel*, at Galveston.

A. Z. A. Bradford is in charge of the *Lake Giddings*.

Herbert I. Schmitt, a newly-engaged man, is on the *Western Chief*, a Shipping Board vessel recently re-assigned to us.

John T. Currie is in charge of the *Swift Sure*.

Percy J. Eagan was assigned to the *Munisla* at Mobile.

Wm. Walsh is in charge of the *Fourth Alabama*.

Henry C. Bodin was recently transferred from the *Mexicano* to the *Anniston*.

Julian D. Arnold was assigned to the *Baton Rouge*, relieving George H. Catlin who went to New York on leave of absence.

Leon C. Wyndom resigned from the *Walkill* to re-enter college. He has been relieved by Carter M. Clinton.

Ernest G. Johnson has been assigned to the *Lake Flournoy* at Galveston.

W. W. Dornberger has been assigned to the *Norman Bridge* at Galveston.

Ralph C. Holtzclaw has been assigned to the *Lake Floris* vice Arthur L. Glasscock, resigned.

Robert Cleghorn is making a trip to South America on the *Hancock County*.

Wm. C. Simon has been assigned to the *Lake Gardner*.

Edward Clesi has been assigned to the *Lake Lasang*, a Shipping Board vessel recently re-commissioned.

We are in receipt of a communication from a certain operator whose name we will not disclose, and are wondering whether this man is really an operator or whether he is a Philadelphia lawyer in disguise.

Here is the letter. Judge for yourself:

"This is a report on the condition of the wireless receiver on the, a steamship engaged in trade between Atlantic seaports of the United States and Cuba. The installation consists of a Navy type tuner, a pair of W. E. head phones, and three point detector stand.

"This equipment should enable the above-named station, I feel sure, to always be within the range (at night) of the government station at Arlington, Va.; first, because the vessel is never more than 1,100 miles (nautical) distant in radius from that station; second, because the vessel has a 200-foot, four-wire aerial, well-situated and insulated; third, because the Navy type tuner is a part of its equipment, an instrument recognized by most radio men as an excellent one, and as one capable of the reception of the signals of distant stations.

"But unfortunately, when the vessel is once south of thirty, the reception of NAA (at night) becomes difficult and somewhat uncertain, and, south of thirty-five it is practically impossible. This condition should not exist.

"It is the detector on which I throw the blame for the present inefficiency of the set, and I do so for two reasons: First: the springs in the point holders are worn out, and a firm and stable point, which is vitally essential, cannot be obtained; second, and of most importance, the minerals on hand are dead, and have long been so. I have tried boiling them in water, cleansing them in gasoline, filing them and clipping them, all without result.

"I therefore would suggest, first—that the detector stand be renovated or replaced. Second, that sensitive crystals be substituted for the dead ones now in stock.

"In order that you may properly understand that it is not I alone, but likewise the Master of the vessel, who desires that improvement be made *at once*, he has set his signature here below."

(Our inspector found a loose connection on a binding post of the tuner.)

GREAT LAKES DIVISION

CLEVELAND

WHILE the sailing season in this division is now at its height and our waiting list has been materially shortened, we are operating but 80 per cent. full strength. Existing conditions prevail, as elsewhere, due to the shortage of cargoes for the bulk carriers. With the exception of two up-shore run vessels, all passenger ships are in commission, and from appearances, will continue running as heretofore for the full summer schedule. The recent placing in commission of the larger class A ships has brought many familiar faces back to the service; faces whose last words at the end of the 1920 season were: "Good-bye forever, Good-bye, Great Lakes, Good-bye!" Nothing epochal about their return—and as to calling it a "come-back"—even J. Willard or J. Johnson are liable to stage one.

Few transfers are being effected, as the boys are sticking close to their ships. Clarence H. Hiester recently relieved Henry R. Grossman on the *Alpena*; Grossman having requested leave on account of sickness.

G. F. Holly served as temporary relief aboard the *Alabama*, while R. W. Eling was at home with his parents.

Ivan C. Wiborg, recently employed in the Gulf division, has been assigned to the *Arizona*, sailing out of Chicago.

E. V. Noble is doing duty aboard the Ann Arbor car-ferries.

Jos. Angsten, of the *A. M. Byers*, paid us his semi-annual visit a few days ago, and said, though he had nothing of any importance to relate, he would like to know the answer to the question, "Why was Lake Michigan built so close to the shore?"

Carl Menzer and Dwight V. Johnson have been assigned as senior and junior, respectively, to the *Carolina*.

Roy Demeritt, after an absence of almost two years, is again with us aboard the passenger steamer *Christopher Columbus*, a one-man job. This ship is the only whale-back or (as commonly known) cigar-boat in the world carrying passengers exclusively.

Frederick B. Schramm recently sailed from Detroit on the *City of Detroit II*, making daily runs to Cleveland. Schramm, through conscientious study, won the scholarship at Case University as an electrical engineering student, during the last semester at this college.

The *E. J. Earling*, bulk carrier, recently laid up for an indefinite period of time; Operator Stack having been transferred to the *W. H. McGean*, vice A. J. Leszinske, on leave.

Don G. McDaniels is now attached to the wrecking tug *Favorite*.

Special mention must be made of the efficient manner in which Great Lakes Naval Communication stations handled the Dempsey-Carpentier fight results on July 2nd. The Cleveland station, through the co-operation of the Cleveland Press, broadcasted the results, round for round, securing the dope over a private wire.

Harlan Bigalow, a last-year man, has taken out the *Westland*, plying in the automobile trade between Cleveland and Chicago.

G. E. Flower, who recently returned from the East Coast, has been doing temporary relief work in this division, writes in and says that he would like everybody to know that the difference in the temperature at Vera Cruz, Mexico and Alpena, Mich., is very pleasing to the well-being of said Garrold.

C. H. Zeller and J. F. Sholtes have been assigned to the *Manitou*, sailing in the Lake Michigan district.

Walter C. Evans and Ernest A. Klein are with us again; having been assigned as senior and junior, respectively, to the *North American*.

The *State of Ohio*, which vessel recently cleared on her first trip of the season, has Chas. E. Heffelman in charge of the equipment; this being his third season on board. During the winter months Heffelman is a mining engineering student at the Denver College of Mines.

A. R. Mehrhof and Harold Hultgren have once again returned to our service, and can now be located aboard the *Puritan*, with Chicago as their home port.

Norman J. Hughes recently tied up the *Clemens A. Reiss* at Chicago.

"Hi-Life" Monde, of the *Richard J. Reiss*, recently spent a day in Cleveland; the first since his departure in the early Spring.

Marcus G. Limb is now aboard the *Theo. Roosevelt*, which vessel's activities have been transferred from the Lake Erie to the Lake Michigan district.

Ernest C. Brelsford has sailed on the *Seeandbee*, the largest side-wheel passenger ship in the world.

The *South American* went into commission for the 1921 schedule with G. W. Holberg and Dwight A. Myer, senior and junior respectively, in charge of the equipment.

F. J. Elliott, of our construction force, has recently returned from his summer vacation, having spent a week with his parents in Jackson, Mich.

Irving L. Lindow has taken out the *City of St. Ignace*, a one-man passenger ship, plying between Detroit and Cleveland, while Paul W. Kessler has cleared from a Lake Michigan port aboard the *Iroquois* for the first trip of the season.

Constructor Leonard is installing a C 296-B panel aboard the *Colonial*, a combination package freight passenger ship, which is to be placed in the Cleveland, Ohio-Rendeau, Ontario, trade.

Comptroller Chas. J. Ross recently spent a few days in Cleveland visiting friends and instructing the office force in the handling of various accounts which were previously handled from New York. President Harding is not the only notable to claim Ohio as his place of birth, as we find that Mr. Ross also hails from the Buckeye State.

PACIFIC COAST

SAN FRANCISCO

DUE to the numerous installations which were made on the Pacific coast during the past few months we have experienced a shortage of 2KW panel sets. A set was obtained for the *Swifteagle* by dismantling the Pacific Mail steamer *Colusa* while she was laid up during the business depression.

The *Colusa* has now been taken over by W. R. Grace & Co. and placed in a new run from San Francisco to Seattle, thence to the west coast ports of South America. One of the new P8A panel sets was installed. On account of the new G. E. motor-generators being ten inches longer than the old type, it was necessary to cut a hole in the bulkhead of the adjoining room. The *Colusa* will no longer carry passengers and will take but one operator.

Shipping conditions are about normal again. The strike conditions have caused very little disturbance. No difficulty has been experienced in getting operators, although it has been necessary to employ a few new men.

The Radio Corporation station at KPH is still giving excellent service with the spark set and will still continue to handle the traffic, regardless of the opening of the KFS station by the Federal Telegraph Company. The use of the 450-meter wave has proved useful in eliminating interference when working with KPH.

During the month we received eight P8A 2KW sets which will relieve the shortage of this type of equipment. All of these sets are already contracted for and will be installed on ships now building in San Francisco.

PORTLAND

THE installation of a P-8 panel set on S. S. *Swiftwind*, of the Swiftsure Oil Transport Co., has been completed and the vessel made her trial trip. This being the last vessel to be built by the Northwest Steel and Dock Company, the trial trip was made a gala affair. More than half a hundred high officials were aboard and the vessel was fully decorated with flags and pennants, which gave her a decided air of gaiety. But the best part of it all, was the good eats. On leaving the dock, the tables were set with the finest variety of food—from soup to nuts—and was kept replenished by a staff of real waiters in full dress. Our District Manager L. C. Dent, made the trip as radio operator, and it is needless to say, he did more operating at the dining table than in the radio room.

Two of the new tankers, the *Swiftscout* and *Swift eagle* left, during the month, with wheat, for Europe. On each of these vessels, an auxiliary equipment, necessary to pass the English radio law, was installed. W. W. Strohm is radio operator on S. S. *Swiftscout* and C. M. Carlquist was assigned to S. S. *Swift eagle*.

Some of the operators visiting this port lately, are: L. P. Acton, S. S. *Steel Age*, W. H. Stiles, S. S. *Willfaro*, J. I. Skov, S. S. *Venita*, and E. J. Schenk, S. S. *Yosemite*.

SEATTLE

DURING the month we received a visit from Mr. Isbell, who was here for a few days, renewing old friendships and making new ones.

J. A. Buchanan, until recently in charge of the Navy station here, has been transferred to Astoria, to take charge at that point. Mr. Buchanan was formerly in the service of this Company at Friday Harbor and Ketchikan.

Neil Ross took out the *Wheatland Montana* for the Orient. He will be gone about four mouths. This is Ross' first long trip.

Elmer Theurson, after a short return to operating, is again acting as freight clerk for the Pacific Steamship Company.

New entrants into the service: Elmer J. Moe, on the *City of Seattle*, Oscar Anderson, on the *Admiral Watson* and Clarence Newbill and Milton Koupal, on the *Admiral Schley*. Mr. Newbill was formerly in charge of the station at Yakutat, Alaska.

Vernon Bird is with us again, assigned to the *Admiral Dewey*.

PORT OF LOS ANGELES

WE might say that we have nothing to report at this port, and this would in a general way cover the subject, as the shipping in and out is practically at a standstill; but we are optimistic as to the future business of this harbor, and since an appropriation has been made for improvements which will place Los Angeles Harbor where it rightfully belongs, we are looking forward to the time when our news items will be of real interest to the readers of WORLD WIDE WIRELESS.

There have been few changes of radio operators from this port since the last issue of this paper.

Frank Keeling, an old-timer, is on his way to South America on the U. S. S. B. *Wallingford*.

In our last issue we told of the proposed launching of the *Ark*, a missionary ship built by Brother Johnson, a colored preacher. Well, the *Ark* was launched, also sunk. Thus endeth the story of the *Ark* outward bound for Liberia, but destined to the depths of the placid Pacific.



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The books described below are of particular interest to men whose work is in the wireless field.

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The Thermionic Valve and its Developments in Radio Telegraphy and Telephony.

279 pages By J. A. Fleming, M.A., D.Sc. Price
144 diagrams and illustrations \$5.00

Wireless Telegraphy and Telephony

First Principles, Present Practice and Testing.

331 pages By H. M. Dowsett, M.I.E.E. Price
305 diagrams and illustrations \$3.50

Textbook on Wireless Telegraphy

By Rupert Stanley, B.A. M.I.E.E.

In Two Volumes

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163 pages Price
86 diagrams and illustrations \$1.75

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OF AMERICA**

SEPTEMBER, 1921

VOLUME 2

AT
233 BROADWAY, N. Y.

BY AND FOR
EMPLOYEES

SIGNING OF POLAND RADIO CONTRACT



LEFT TO RIGHT

Hipolit Gliwic, Commercial Counsellor of the Legation of Poland

Edwin P. Shattuck, Counsel for the Polish Government

Prince Kazimierz Lubomirski Minister Plenipotentiary and Envoy Extraordinary of Poland to the United States

Stanislaw Arct, Commissioner of the Polish Government

Eugene Stalinger, Chief of Division of the Ministry of Posts and Telegraphs of Poland

Edward J. Nally, President of the Radio Corporation

Carl R. Ganter, Counsel for the Polish Government

David Sarnoff, General Manager of the Radio Corporation

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233 BROADWAY

(WOOLWORTH BUILDING)

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POLAND'S NEW TRANSOCEANIC RADIO STATION
WORK ON BIG RADIO PLANT SOON TO BE STARTED NEAR WARSAW.

As Reported by P. H. B.

REPRESENTATIVES of the Radio Corporation of America and of the Polish Ministry of Posts and Telegraphs have signed the final contract which will insure for Poland an international high power radio station of the most modern type.

This important contract was executed at the office of the Polish Legal Bureau, 42 Broadway, and was signed by Prince Kazimier Lubomirski, Envoy Extraordinary and Minister Plenipotentiary, Hipolit Gliwic, Commercial Counsellor of the Polish Legation and Engineer Eugene Stalinger, Division Chief at the Polish Ministry of Posts and Telegraphs.

Immediately after the signing of the contract which occurred on August 4, 1921, Mr. E. J. Nally and Mr. D. Sarnoff, sent the following radiogram to the Ministry of Posts and Telegraphs at Warsaw, Poland:

"On this memorable occasion of signing contract with your Government for creation super-power radio station in Poland for communication with United States please accept our sincerest congratulations, and may we express the hope that the uniting of our countries by radio may still further strengthen and increase the friendship already existing between our peoples."

STATION TO BE SITUATED NEAR WARSAW.

The new radio plant will be situated near Warsaw, Poland, and it is estimated that the complete project will cost about \$3,000,000. The radio system to be used is that which has been standardized by the Radio Corporation of America for transoceanic radio communication. The station will be equipped with two 200 k. w. high frequency alternators built for the Radio Corporation by the General Electric Co., and the transmitting aerial wires will be approximately two miles in length, supported by ten towers, each 400 feet in height.

The first shipment of radio apparatus will leave the United States in about six months and construction work will begin immediately thereafter. It will take approximately one year to complete the station and it is expected that commercial radio communication between Poland and the United States will commence early in 1923.

Mr. Nally, who recently returned from Europe, where he has been investigating international radio communication facilities, states that although approximately ten per cent. of the Polish nationals are located in the United States—a greater percentage than any other foreign nation—Poland has never had adequate telegraph communication with North America. Heretofore, it has been necessary to relay messages to and from America via other countries, which has subjected such communications to serious delay.

With the opening up of the new radio station, Poland will have direct radio service with the United States without relay, and also with other countries within its range.

The new Poland station will have a normal transmitting radius of 4,000 miles and the Radio Corporation undertakes to provide the necessary facilities in the United States for handling traffic between the United States and Poland.

WORLD WIDE WIRELESS

Immediately after the signing of the contract, the representatives of the Polish Government were given a luncheon at the Lawyers Club by the Radio Corporation. Some timely and interesting remarks were made by the principal speakers and it was clearly visible that both sides were deeply impressed by the event which means so much to the new Republic of Poland.

Mr. Nally, who was the host, thanked those responsible for the preparation of the contract which involved considerable engineering and commercial skill, and which necessitated conferences often lasting into the small hours of the night.

"Poland has the distinction of being the first foreign nation to negotiate with the Radio Corporation for a complete high power radio station," said Mr. Nally, "a project which will foster commercial relations between Poland and the United States in a most effective way, and it gives me the greatest pleasure to see these negotiations successfully concluded. I hope," continued Mr. Nally, "that we shall all be spared in order that we may be present at the formal opening of the station two years hence and that we all shall meet on the soil of Poland to commemorate this great event. I further hope that we shall also be present at the culmination of the contract which we have just signed and that we shall be able to look back on the thirty year period therein provided, as one of harmonious co-operation between our two countries while fulfilling our obligations.

"I want particularly, to emphasize," he concluded, "that now that this great project is started, we all strive to make it a success, and all work to carry out what we have set forth on paper and have bound ourselves to honor. That, I believe, will be the real test of our sincerity, and I look forward to doing our share in a conscientious and earnest manner. You will find that we will go much further than the letter of the contract in giving you service."

NEW CIRCUIT WILL HELP FUTURE COMMERCE.

Prince Kazimier Lubomirski, then responded. His striking and pleasing personality immediately impressed itself on everyone present as he spoke of the great emotion which filled him when he thought of what the great radio station will mean toward the future success of the new republic.

"For years, gentlemen," said the Prince, "our country and yours have been exchanging wireless thoughts of sympathy and understanding. I am especially elated that my country should have been the first one to benefit by the genius and resources of America's foremost radio engineers. The new station means future exchange of mutual commercial benefits, social intercourse and other important dispatches all of which will be interpreted through the medium of the wonderful wireless system which you gentlemen will have been responsible for. Poland will soon find herself absolutely independent of other countries and agencies in order to establish communication with other nations, for radio means for us a direct and instant means of transferring intelligence without the intermediary of censorship and other delays. The closing of this contract is specially significant when I tell you, gentlemen, that we have recently arranged for a direct Warsaw-to-Paris aero circuit all of which further increases the usefulness and scope of our new station.

"Poland appreciates your honest efforts, gentlemen," continued the Prince, "and it does not entirely consider the matter a mercenary one. It is a direct help to our republic which, like your own, has emancipated from foreign bonds to the glorious freedom we now enjoy.

"In the name of Poland, therefore, I want to take this opportunity to sincerely thank you all, gentlemen of the Radio Corporation, for your participation in this great engineering project."

Mr. David Sarnoff, our General Manager, spoke next, and impressively, of the epoch-making day not only for the Radio Corporation but also for the Republic of Poland.

SOME INTERESTING PARALLELS.

"I wish to draw a few parallels concerning the events of this project.

"First, I may mention that this day marks exactly two years since the representatives of Poland first approached the Radio Corporation and opened negotiations for the erection and operation of the Polish station. Time, energy and patience have been involved in the negotiations, which have just successfully terminated.

"Second, it is an interesting fact that the career of the Radio Corporation began about the same time as the career of the Polish Republic and we are, therefore, about the same age.

"Third, we are both undertaking an important venture of this nature for the first time; for this contract is the first made by the Radio Corporation to erect a radio station in a foreign land and likewise, it is the first radio contract made by the Government of Poland.

"Furthermore, this contract is the first obtained by any American Corporation to erect and perform a service of this kind on

foreign soil. We are, therefore, especially proud of the honor conferred upon us by the Government of Poland and its able representatives.

"The real test, however," continued Mr. Sarnoff, "will come when radio transmission of intelligence between the United States and Poland actually takes place. As General Manager of the Radio Corporation charged with the responsibility of giving practical effect to the contract we have this day signed, I shall consider it a privilege and a personal responsibility to see to it that the United States-Poland Radio Circuit meets not only the provisions of the contract, but alike the hopes and wishes of both parties to the Contract.

"The art of radio communication grows so rapidly and the peculiar geographical situation of Poland makes it so centrally located that by the time this station is constructed, Poland Radio may become an important international factor. Indeed, the transmitting radius of this station should be such as to cause the voice of Poland to be heard throughout the civilized world, and Poland's ability to make itself heard by the rest of the civilized world will provide your enterprising Republic with a force more powerful than any army which you can afford to maintain.

"May I not also emphasize the important fact that we are partners in this enterprise, and as in the case of all partnerships, the success of one is dependent upon the success of the other."

Other interesting speakers were Messrs. Hipolit Gliwic, Commercial Counsellor of the Polish Legation, Eugene Stalinger, Division Chief at the Polish Ministry of Posts and Telegraphs, Mr. Stanislaw Arct, Commissioner of the Polish Government and Mr. E. P. Shattuck, American counsel for Poland, who gave some interesting sidelights on the serious as well as the humorous side of preparing a high power radio contract for a foreign government.

Mr. Arct said, "No doubt, Poland has many serious problems to face and its exchange is not what it should be, nevertheless, great progress has been made and the present administration is to be complimented on the great work of Government organization which has been accomplished in the past two years. Contrary to some recent statements, Poland is far from bankruptcy and will discharge all its obligations in due time. The new radio station as well as other commercial projects will do much for the development of Poland."





LUNCHEON TO PRINCE LUBOMIRSKI.
(*The Prince is on Mr. Nally's right*)

GREETINGS EXCHANGED WITH VENEZUELA

N. Y. June 9, 1921.

Dear Mr. Nally:-

The attached cablegram of June 7th is in reply to your Radiogram to Dr. G. Torres, Ministerio de Fomento, Caracas, Venezuela, of Monday, June 6th, copy of which is attached. This Radiogram was sent from our Tuckerton station at 8 A. M., 2 P. M. and 12 midnight, in order to prove to the Venezuelan Government the capabilities of our Alexanderson Alternator System for transoceanic communication purposes.

Respectfully,

(signed) E. E. BUCHER.

N. Y. June 6, 1921.

TRANSMITTED: 8 A. M., 2 P. M., 12 P. M.

Torres

Caracas

Venezuela

May this Radiogram, sent to you via our Tuckerton Transoceanic Radio Station as an experimental test, mark an epoch in the establishment of communication between the United States and Venezuela. Communication is the leverage which will lift the world to better understanding and thus lead to closer ties of friendship between all nations, and may this message of greetings and good wishes be the forerunner of an eventual permanent radio service between our respective countries.

E. J. NALLY,

PRESIDENT, RADIO CORPORATION OF AMERICA.

JY 63 CARACAS 33

E. J. Nally, Radio Corporation, New York

RECIBIDO RADIOGRAMA COMPLACIDO POR COMUNICACION Y TAMBIEN POR PARTICIPAR DE IDEAS DE USTED RESPECTO A NUEVOS VINCULOS QUE ESTABLECERA SERVICIO PERMANENTE ENTRE VENEZUELA Y DEMAS PAISES.

MINISTRO FOMENTO.

A Free Translation of the Attached Cablegram of June 7th to Mr. Nally.

THANK YOU FOR YOUR COMMUNICATION. WE WOULD BE GLAD TO PARTICIPATE IN YOUR IDEAS REGARDING A NEW LINK WHICH WILL ESTABLISH A PERMANENT SERVICE BETWEEN VENEZUELA AND OTHER COUNTRIES.

(Signed) MINISTRO FOMENTO

WHAT CARNEGIE TOLD SCHWAB

When Carnegie made Schwab general manager of his principal steel plant he gave him this little piece of advice: "In going through the works, Charlie, you will see many things that you mustn't see." Every employer and every executive sees far more than some employes imagine. If you are an employer, don't fool yourselves that you fool the boss one little bit. While he may keep his mouth closed when he walks through the place, he doesn't keep his eyes closed. He takes in everything. He makes lots of mental notes. It doesn't take him long to size up the people working with him.

He knows very well the employes who stick industriously to their tasks, and those who find all sorts of pretexts for getting away from the spot where they belong. He knows the employe who has a habit of sneaking out to wash up before lunch-time or closing-time, and he knows the ones who do not. He knows the employe who is eager for an excuse to talk instead of working, and the ones who would rather work than talk. In time, too, he discovers who turns out the best work, who do only fairly good work, and who are slipshod.

And when the time comes to make changes, his mind immediately flashes to the employe or employes who are most worthy of promotion, just as his mind turns to the least meritorious employes when working forces have to be reduced. In a great many places the workers complain that the boss or bosses have favorites. Of course they have. Every intelligent boss looks with favor upon those who are serving the organization best. The employes who have become "favorites" usually deserve to have favors shown them.

The best way to become a favorite with the boss is not to go out of your way to attract his attention or to fawn upon him, but to keep your eyes, your hands and your mind on your job, and to keep on keeping them on the job. He is looking for results, not for obsequiousness, not for flattery.—B. C. FORBES.

THE AUTO'S PRAYER

O MAN, creator of many great and glorious things, director and developer of my destinies, who conceived me as a crude and noisome locomotive freak, and perfected me into a swift, powerful, beautiful, softly-rolling carriage of kings, hear my prayer:

Though I seem to thee a creature devoid of sensibility, yet do I shudder and almost despair when thou forcest me to turn a square street-corner at thirty miles an hour. My spokes strain laterally, my wheel bearings receive cruel end-thrusts, and my body-bolts brace themselves against the fatal shears.

And O, my poor spring shackle pins! How many of you ever put a wrench on them and turn them quarter way to see if they are frozen and to equalize the wear? To fill and turn the grease-cups is not enough. I guess your knees and knuckles would creak if your Creator hadn't provided you with self-oiling joints.

And O my masters, how much longer must I implore you to ease my clutch gently into engagement? How many dried and burned leathers and discs are strewn along my historic pathway? Ah, many, many! A little gentleness, a little neatsfoot oil, and fewer, far fewer racked and rickety universal joints would decorate the purgatorial hills of scrapland.

My transmission! those tortured gears are never silent in my memory. I can stand the shocks, the bruised and even broken teeth, the strain put upon me by some shallow fool who forces me to start on high gear from a standstill. I say I can stand all that, but when the grease gets low and my teeth and gums get dry—then do I growl and wail and my anger is that of a starved lion.

Then my engine, the great heart of me; beating, ever beating for my pleasure, and thy commercial gain!

Treat me fairly; give me a little gas, a good breath of air, some oil, clean spark plugs, and I will spin and spin again, all night, all day. But please watch me, cool me with plenty of water, lest my bearings burn and my pistons score, and I become an impotent, chattering thing. When we are mounting a hill together and I ring the little bell on the crank-pin with the connecting rod, please, O master, retard the spark and my pain will be less and thou wilt be served longer by me.

Lastly, I would remind thee that I love cleanliness, but this, I am afraid, falls on deaf ears. Thou art ever neglectful and leavest grease, dirt, oil and rust in many layers upon my dumb and faithful anatomy.

But if it be not in thy power to cleanse me, try, O please try, never to pour either molasses, varnish or shellac into my breather pipe. And for pity's sake, master, do not crank me more than a hundred times if I refuse to go—something is the matter with me—call a doctor!

Ever mindful of the foregoing and handling the Radio Corporation's Ford Car as carefully as is possible with the co-operation of a dozen or more drivers, this particular Lizzie does not often complain.

I find that there are many things to go wrong about a car which if detected in time can be easily remedied, and with this always in mind the many drivers on the station report immediately they detect any defect either in the mechanism or the body, and steps are taken towards eliminating the trouble.

If a nut is loose, it is very easy work to apply a wrench, and so on.

At first considerable trouble was caused by tires, but since installing Universal tire fillers in the rear tires in December, 1920, the car has run upwards of 4,500 miles without a puncture or any kind of tire trouble.

I can strongly recommend the Universal tire filler for use in the rear tires. Many people are under the impression that they are similar to solid tires, but such is not the case.

Cars equipped with the filler in the rear wheels are quite as comfortable, if not much more comfortable than over-inflated pneumatic tires.

Do not forget that as you must eat to live, similarly all moving parts of an engine need food in the form of lubricants.

A little water and elbow grease once in awhile applied to the body of the car and—there you are.

I recently had the old Ford painted and it now presents an almost new appearance, as the accompanying snapshot can testify.

W. E. Wood.

Chatham, Mass.,



Editor's Note

Superintendent Wood has reason to be proud of his station car. After several years hard service it is practically as good as new. The reason is that he has taken as good care of it, as though it was his own property.



VENEZUELA

The work of erecting towers for the new radio station at Maracaibo, Venezuela, has been completed and the apparatus is now being installed. It is expected that the installation will be completed and the station opened for commercial use by the latter part of June, 1921. The station is equipped with a rotary synchronous spark system. The towers are 164 feet (50 meters) high and the normal sending radius by day will be about 800 miles and by night about 1,600 miles. The Venezuelan Government has already definitely arranged for seven additional wireless stations, to be situated at Maracay, Caracas, Puerto Cabello, Laguayra, San Cristobal, Ciudad Bolivar and Margarita Island. After all the above mentioned stations are completed there will be sixteen individual stations installed to provide service for the capital of every State in Venezuela.

NEW YORK

THE interior of Broad Street has again been undergoing a complete re-arrangement, each circuit having an independent table, which idea seems to meet with general satisfaction, the Assistant Superintendent's and Supervisor's desks being located in the center of the room. No doubt by the time Riverhead is in shape we will be fully prepared to cope with the expected.

Vacations are now being handed out at Broad Street, as will be seen by the various post cards arriving daily, mostly showing a farm and a patch of water, enough to fill a large bath, a few trees, etc. The air of course is good but, the conveniences, generally a bed as dry as an oyster bed, a tin basin to wash in, and other little details too numerous to mention.

Frankhouser returned after a sojourn in Pennsylvania where we understand he did not go for the scenery.

Blanqui says he spent his vacation getting acquainted with the city.

Miss Miles had a few minutes to spare and went to the nearest village and mailed cards to a select few.

Mr. Reid returned looking fine, leaving his wife behind for an extended stay.

Miss Hayden was also one of the fortunate (has a friend who owns a car) so there is no question she was well entertained.

Mr. Chadwick, our Superintendent, rested up for a week which he fully deserved after his long strenuous session.

Mr. Anderson is away on his vacation and has so far submitted one post card showing a farm and another (undecided) which one he occupied we will find out when he returns.

Mr. Platt returned, having thoroughly enjoyed himself.

Eddie Sheehy, who has been Supervising for the last three months, is taking considerable interest in the real estate news, as he is expecting to sign a partnership in a few months.

Squazzo utilized his car during his vacation for a business purpose, went into the nearby small towns and advertised his father's "Hair tonic."

Henderson has been advertising extensively of late, is desirous of getting a house in a prosperous, enterprising town, with several competent policemen of its own, a fire department and a cattle trough. Certainly looking for all conveniences.

Mr. Otten, who went under an operation, is making splendid progress and we will all be glad to see him back quite recovered.

McLellan has been away on the sick list for the last week. We understand he has had a nurse in attendance. Redbank is noted for its production of good-looking nurses, we therefore leave it to Mac to do the best.

Irving Bickford strolled into Broad Street to look things over. Expects to be located here after his vacation. Says he will be domiciled at Passaic, N. J. After being on his Belmar farm so long he does not think city life will agree with him.

Mr. Schiavi, late of Belmar, is now in our midst. After a few days he was thoroughly convinced that time was precious here. He made an occasional trip to one of the windows and was very much disappointed at not seeing the old familiar Shark River, with ocean in the distance and the canoes slowly passing, sometimes attractively occupied.

Messrs. Tannenbaum and Chaplin recently joined the Car Owners' Association.

Mike Svendsen is a fast worker. We hear that he is courting a grass widow. Look out, Mike, some first husbands are pretty bad men. Of course Mike has a fine Chandler, but a desperate man can make a flivver move.

Edwin Grout is still playing the ponies (on the concentrator). Eddie has an exceptionally fine camera and his collection of pictures certainly ranks with Mack Sennett's. Eddie shows he has artistic tendencies. Butler and Grout generally spend their free Sundays at the beaches. Grout takes the pictures and Butler takes the addresses, mostly fictitious.

MARION

WALTER WAGNER, one of our husky riggers, was recently observed on the road, WALKING home from Mattapoissett, the next town, seven miles away. The hour at which Walter was discovered treading his way towards home, indicated very plainly, that it was the same old story, "It takes a long while to properly say good night, to the lady of our heart." Of course, we took

pity on Wagner, and gathered him into the machine, when a nice swift ride was given the poor boy right to the very front door. Walter isn't much of a hand to shoot off much information, but we have managed to discover that his trips to the neighboring town are many, and that he quite frequently misses the last car home while in the act of saying good night, and has at various times been treating his feet for blisters. Walter don't agree with all the views of the man from New Brunswick, who lately sat on the business end of a bee, but he says that feller has at times shown rare judgment.

George (Wicked) Wixon was lately summoned to the New York office on a business trip. Now, Wixon is one of these kind who will try anything ONCE, so he packed off to the big city just as though he had been a real commuter there, when as a matter of fact, he had never before seen that town. Of course, when George alighted at the dock with his green carpet bag satchel, there was a grand rush of pickpockets, footpads and taxi drivers, each one claiming they had seen him first. George picked the taxi man, as he was anxious to get out of that bad location. Despite the fact that the Woolworth building is within sight of the dock, George felt like a million dollars as he gaily rode the short span. Not wishing to be bothered looking all around the town for another taxi driver, and having in mind that he was anxious to see the town begosh after his affairs at the office were ended, he made a slight mistake in believing that the taxi drivers were operating just like they drove oxen down in Harwich, and he told that feller to "Stick around a bit, I'll be right out." Some one of the office boys must have put poor George wise, for after an hour or so, he tried to make peace with that bandit for a two-dollar bill, which he sent down, via the office boy. But nothing doing, on that stuff, that wouldn't even pay for the smoke that was coming out of the meter bearings. The last reports we had, Wixon was seen sitting out under one of the trees with a pencil stub in his mouth trying to figure out just what he was going to write to Mr. E. B. P., whom the taxi driver had dropped in to call on, when George slipped out the back door of the Woolworth building.

Harry Sparks, one of the Shift engineers of Marion, is now planning on a transfer to the "Promised land" at Rocky Point, Long Island.

If Shift Engineer McGeorge doesn't hurry up and install that two hundred meter radio set, not only himself, but his girl's family are going to go bankrupt. The toll charges on the telephone lines between the two of them last month came to enough to buy six or seven perfectly good honeycomb coils. The funny part of it is, Mac's young lady friend has her radio station all up and running in first-class shape, even to passing her govern-

ment exams, while Mac (Macawber in David Copperfield), is "Just waiting to see what turns up." We wanted to get a picture of Mac's car for this issue, but the car is out to pasture in some garage, having some new gears installed. We don't know why the gears, 'cause it runs just the same without 'em.

The Skipper got a nice pretty looking invitation to join a swell dancing school and class here in Marion at one of the exclusive hotels. They promised him if he would attend, that they would teach him the Chicago dip and a couple of new wriggles, but all the information we could gather on his acceptance was a very broad smile.

During one of the recent reigns of King Static, during which time, the power was knocked out, we discovered after recovering the juice, that not a wire was left to Chatham. Lineman Wixon, however, had smelled the ozone, and soon was on the job, and they gradually all returned back to normal.

Sam Campbell, Machinist, is on his two weeks' annual vacation. He is spending his period of rest down on Cape Cod, and from reports, is having a very pleasant time.

We were pleased to have Mr. and Mrs. Latimer and daughter with us recently for a week-end. After seeing how Mr. Latimer spent it—we suggest he should change his initials to signify "Continuous tennis" instead of "Continuous wave."

Doc Usselman (the man from Tuckerton) was in town lately. We didn't see him; but we knew from the smile a certain young lady exhibited, what it meant.

We wonder if Doc thinks he can slip in and out of Marion without our knowledge?

Doc, ole boy—we hear there is going to be great doings around here the first part of September, and living up to our reputation of speed, we want to take this opportunity of wishing you both all the success and happiness we can radiate 'fore you take the big leap, plunge, and splash into the everlasting bliss of matrimony. Bye, Doc!

CHATHAM

IN a recent issue of our magazine somebody stated that whenever Belmar couldn't read MUU, the ASNY made a dash for the Riverhead circuit. We have heard vague rumors, that RD is quite a receiving station, and it is quite possible that within the course of the next year or two the RD station will be able to receive European traffic as efficiently as Chatham.

We are receiving high speed from Germany practically every day and expect to pile up traffic totals for some of the other aspiring stations to compete for.

The Static Club Lawn party and dance was held on Thursday evening, August 11th, and was an unqualified success. The



THE CHATHAM STAFF

grounds surrounding the mess quarters and the tennis courts were tastefully decorated. Great credit reflects upon the Decoration committee, and special mention must be made of Mr. Pfautz, who worked like a Trojan. According to a great many local people and summer visitors, never has such an event taken place in Chatham before, and all were most eloquent in their admiration and praise.

Visitors at the local hotels were invited and fully 300 persons from all parts of the Cape, to say nothing of the vast crowd of onlookers, enjoyed a glorious evening. The road past the station was thick with automobiles, so much so that Messrs. Strong and Brownlie took upon themselves the onus of being traffic cops. It was a real Indian summer night, a gentle breeze kept the mosquitoes at bay, and the moon shown upon a magnificent spectacle as happy couples waltzed, one-stepped and fox-trotted to the excellent music provided by a band of 12 pieces imported for the occasion. The ladies, becomingly gowned, and the fellows in flannels, certainly presented an imposing sight, and thoughts of high-speed and QRN were forgotten by all except the poor exiles on the 4-Mid watch.

The lady members of the Static Club acted as Reception committee, and also turned the raw materials supplied by the Mess into delicious and appetizing eats. Ices, cold drinks, cake and sandwiches were partaken of at 9.30 p. m., and in a very appropriate speech Mr. Winans, of Boston, paid the members of the Static Club some glowing and flattering compliments. Even Mrs. Mac was compelled to admit Belmar had nothing on Chatham.

We were sorry we had not more representatives from Marion, but were delighted to have Mr. and Mrs. Campbell with us, and to see Sammy tripping 'round like a two-year-old with every appearance of enjoying himself. We were also very sorry none of our friends from the Head Office could be with us on this occasion, to see us both at work and at play.

Two o'clock arrived all too soon and the final waltz "Till We Meet Again" terminated one of the most spectacular and enjoyable events in the annals of Cape Cod. On the whole the Static Club is to be complimented for its initiative, and too much praise cannot be bestowed upon the indefatigable efforts of the various committees.

We welcome to the station Messrs. H. Holm and Yale Abraham Golobe.

BELMAR

THE once numerous staff at Belmar has been reduced almost to extinction. In about a week's time Mr. Rostron will call up for six or seven men as usual and there won't be anyone to answer the phone. When we look over the transferred list, we don't wonder that there is a shortage of houses in New

York. Some one up there said that the last two or three lots sent up didn't really work here at all, but were picked up by Mr. Briggs on the curb in Belmar; we don't believe it, though.

The hotel which used to be the center of Jersey entertainment is now nothing but a house of echoes and shadows. One might wander for hours along the empty corridors without disturbing anything but the dust or meeting anything but stray dogs. Dora, the housemaid, says she makes the beds just to keep herself in practice in case she has to go out and work for a living. Tony cuts the grass as usual twice a day, but there are places all over the lawn where even the grass is leaving.

Some people never have any luck. Last night Johnny gave Taylor a cup of coffee and Taylor couldn't sleep a wink the whole night.

We are going to tell Coffman that those of his ideas which work have long since been abandoned by the original inventors, and the others don't work. We say we were going to tell him this to his face, but we cannot bear to see human suffering. At the same time we wouldn't let Mr. Weinberger discourage him as there is a possibility of professional jealousy.

Bickford, wife, baby, dog and flivver returned to spend the rest of their vacation with us and company. Bick came through New York on his way back and was beginning to think his future home wasn't such a bad place at all until he hired a taxicab. Why did you behave like a hick anyway, Bick? Don't you know that New York taxicabs are used by millionaires and hicks only? We are still paying by monthly installments for our first taxi ride and that was many years ago.

We hear on good authority that the hotel is to be kept open as a summer residence for the families of head office officials. Mr. Lown, we understand, is to be retained to tell stories of wild life in New Jersey, and to give exhibition dances with the new cook. Redfern will make funny noises for the children.

A LITTLE DRAMA IN ONE ACT

Weinberger: What's Henry's number? I want to get in to catch the 5.18.

Briggs: Don't call him. Coffman can run in with the flivver.

Coffman: Sure!!!

(Weinberger and Coffman proceed up the hill to where said flivver is parked. Business of cranking madly).

Weinberger: (Looking at watch). We've got to hurry, it's after five now.

(Coffman at last gets the engine started).

Coffman: Jump in, we'll make it easy. (He starts to turn around).

Weinberger: What's the matter?

Coffman: (Madly jumping up and down on the *brake*). She won't back up. The reverse don't seem to work.

(Five minutes go by. Coffman still continues to punish the *brake*).

Coffman: Guess you'll have to push her back. It won't work. B. A. must have worn it out.

(Weinberger gets out and bravely shoves Lizzie back across the road, Coffman clutching the wheel).

Weinberger: Now let's go, I'm going to miss that train.

Coffman: I'll try to make it but if I get there I'll have to run around the block to get started back.

(They spin along in fine style till in front of Sam's house, Coffman experiments cautiously with the brake pedal).

Coffman: Oh, I know, I was pushing the wrong pedal.

Weinberger: (His hair on end and ready to jump for his life). How long have you been running a Ford?

Coffman: Not much, but I'm going up for a license next Tuesday.

(And the funny part of it is, he came back from Asbury on Tuesday, proudly exhibiting his license card. How do they do it???)

Mr. Dreher, of the Research Dept., on a recent visit, was hurt and shocked at the transformation of the BE office. The only BE he knew and loved was the one which had Hoxie tape festooned from floor to ceiling and Mike Svendsen rushing madly about, with pails of water, bottles of mucilage and chemicals. Well, Dreher, all things must pass. Does not the wild ass stamp over the head of Kaikobad, and he lies fast asleep? But you might bribe Mike to put on a show at Broad Street.

We overheard one of the women residents remark that the Belmar children, with heavy emphasis on the children, were just full of pep. We were wondering if she had found the men in a state of coma, more or less. If so, we are sorry.

Schiavi, one of the pioneers, left us for New York the other day. The haste with which he left us was absolutely indecent, but we grinned spitefully when we found that he had forgotten his baggage. He left them hanging out on the line to dry. We will send them up, B. A., when the left sock is dry.

Redfern says the C W receiver is no good. He says you can hear every station on the continent all at the same time. That is some set. We have longed to have one like that, Red.

We hear that Mrs. Mac, the corporation missionary, is preaching collars and ties to the heathen at Chatham. There has been a lot of backsliding here. The only presentable person is T. Ward

and we believe he has a motive, over Allenhurst way.

Among the latest arrivals who have come here to fill in, to some extent, places left vacant by the boys who have left, we are glad to welcome Messrs. Greenman and Beverage, and last but by no means least, Master Kenneth Stanley Barsby, a bouncing Baby boy, who arrived on August 7. He has not yet decided whether to become a supervisor or a receiving engineer.

SAN FRANCISCO

AS the scribe is about to leave on his first vacation in years, that is, the first real vacation, away from work and all connections therewith, the excitement runs a little high with him, and so the article herein contained may run worse than usual. Admitting, of course, that his stuff is usually rotten anyway.

Myrtle Sabatino, our genial 'phone operator, came back from her vacation and Los Angeles (Ambassador Hotel) all married and everything. She's going to stay with us 20 years longer, she avers, however, as we just couldn't get along without her except for an hour at lunch time. Ask Mary Horton, she knows! We all extend our congratulations to Mrs. Sugrowe.

Gertie Hamilton had a trip up Mt. Lowe a couple of weeks ago and she says you can see all over Loss-Ang-el-ees from the hoss cars on the way up. Yea! You Easterners, that's the trip you read about in the magazines, about throwing snowballs at 2 p. m. and pickin' oranges at 2:30 the same day. Some climb and some clim(b)ate.

An old-time Postal boy hooked up with us recently and spent several weeks relieving operators in this office on vacations. He is William (Bill) Gardner. Since the Volstead law went into effect, Bill's hobbies are a run-down tin-lizzie and some good fishing tackle. Bill recently left us to take an emergency job at Marshall. He is now spending his spare time fishing for Enchiladas on Tamales Bay.

Mr. Badger is finishing the vacation reliefs on the ML-SF circuit and appears to have taken a good hold on the job.

Louie Frazzio is back with us again. He says he put in his brief but pleasant absence building chicken coops to take care of a hard winter. We hope rents don't go so high that he will have to move the family in with the hens.

Our office has a full glass front facing the well-known thoroughfare, California street, and sets down about eight steps from the sidewalk level; so if we occasionally mix our metaphors it's because our desk faces the front and the scenery is sometimes beautiful as well as distracting.

We have at hand a moderate supply of the new chocolate blanks and our opinion is that these are a decided improvement.

The advertising quality is probably not as good, however, because the old red-tops could be seen a mile away. We never had to ask if a prospect used our service when we blew into his office. We just glanced around and if we saw red, we took the opposite mental state from the male bovine and looked pleasant instead of mad. If the shade was absent, we told the gentleman we would send something around to add color to his establishment.

That radio has taken its place in the Sun on the Pacific is proven by the following letter received from Mr. E. D. Moore, Pacific representative of the Kokusai News Agency:

"You will be interested in knowing that your Company beat all others in the matter of time in handling the flash bulletin on the result of the Dempsey-Carpentier fight. Mr. Kennedy, at Tokyo, reports that our bulletin was received there at 7 a. m. July 3rd. The time between the filing here and receipt at Tokyo was approximately one hour. The nearest to this service was from London which was three hours and fifty-five minutes later than the receipt of our bulletin. Mr. Kennedy advises me that the service was very much appreciated, and I thank you for your co-operation."

One hour from filing in San Francisco to delivery in Tokyo is rambling some, when you consider a message passes through the hands of eight different operators, to say nothing of numerous clerks, etc.

Mr. Mitsuru Sayeki, Radio Chief Engineer of the Japanese Government, with headquarters at Tokyo, spent two days in San Francisco during the latter part of July enroute to the Radio Conference in Paris. Accompanied by Messrs. Isbell and Baxter, he visited the stations at Bolinas and Marshall and expressed himself as being well pleased with the equipment and operation of the California end of the Japan circuit. We hope he will spend more time with us on his return trip since we learned a great deal about the Japanese methods during his short stay.

In passing may we inquire who is the official correspondent for the Division office of the Pacific? We would like to pit our editorial proclivities against that intellectual body.

BOLINAS

SINCE our last appearance in WORLD-WIDE WIRELESS we are pleased to say that our number one alternator set has done itself proud, in view of the fact that it has broken all former records for handling traffic. Practically all the machinery for number two set has been placed, and it only remains for the G. E. Company to hook it up. Our radiation has been considerably increased by the addition of another tuning coil in parallel with number two tuning coil. This gives us a total of four tuning coils in our antenna.

During the latter part of the month we had the pleasure of the company of our General Superintendent and his wife, Mr. and Mrs. Baxter, and Mr. and Mrs. Roy, of Marshall, who visited our station for a short time.

Among the roll of visitors this month was Mr. Mitsuru Sayeki, who is the Chief Radio Engineer of the Japanese government. Mr. Sayeki was deeply interested in the operation of our alternator in view of the fact that he himself has designed an alternator which is now under construction in Japan.

The stormy Fourth has come and gone and as we look over our staff we find added to the "bunch" a rollicking, jovial sea horse in the capacity of Alternator Attendant, none other than the illustrious Frank Schafer. We welcome you, Frank, and initiate you into the joys and sorrows of your task. Only don't forget an A. C. motor runs better on A. C. than D. C.

Mr. Riddle, late of Kahuku, upon his arrival here to assume his duties suffered a severe attack of appendicitis. However, after a successful operation he is again back with us as fit as can be except for the fact that he walks slightly bent.

Homer Jagers has discovered that even a baby-carriage will not run successfully without lubricating oil. We have not seen his Baby Saxon dashing madly around the Station for some time. A visit to the station garage will disclose two feet protruding from under said Saxon, and you will hear a peculiar brand of language as Jagers tries to hold a crank case in place with one hand and bolt it up with the other.

We hear rumors that T. A. Chambers intends having a high speed gear installed in his Baby Grand. S'matter Tom, fifty per not fast enough? She must be real attractive.

Among the various sports engaged in by the staff, the most prominent one of late has been skunk hunting. Mr. Bollinger, our jovial Engineer-in-Charge, has walked off with all prizes, having to his credit fully a dozen skunk tails. This diversion seems to be the only thing that keeps the boys out at night here. Another method of capturing these odorous little pests is by a unique trap which Mr. Bollinger has built. When it is ascertained that some poor skunk has tarried too long at the bait and sprung the lid, Mr. Bollinger calls in the nimrods who quickly respond, bringing a various assortment of weapons from 30-30 Winchesters down, and as the poor beast tears across the fields there is such a barrage laid around him that he seldom survives.

Mr. Bollinger recently further demonstrated his sportsmanlike qualities by carrying on a wrestling match with a Ford automobile—that is to say, in driving over the mountains from Fairfax to Bolinas in a Ford, he met a large touring car head on and, of course, at one of the sharpest curves and over-hanging a deep

canyon, the result being that although the Ford endeavored to hop on top of the touring car, it missed its aim and rolled over the bank, with Mr. Bollinger at the wheel. It finally landed against a tree some one hundred and fifty feet down the canyon, with our genial Engineer-in-Charge underneath the car and knocked out completely. Personal damages—one broken rib, one badly lacerated hand: Property damages—accounted for by Insurance companies.

KAHUKU



E. P. HILL AND ?

“FORTY days to do.” We can hardly say we like to hear that said by the General Electric construction men here, but that is their slogan and the number decreases daily. This all reduces to the fact that our number two alternator is very nearly ready to have the control switch thrown to “KO” position. Then starts our siege with broom and paint, for we intend to stand our watches in whites, as becomes a station in the tropics. The alternator attendants have already discovered that there is quite a bit of brass work on the machine.

In mentioning the station personnel, we have had two arrivals and two departures. First we turned a once over toward E. Petersen, chief rigger, who came from the old fog factory Bolinas, and it did not take us long to learn that he was with us a million. Hill arrived here shortly after Petersen (from the same old KET) and in nothing flat he gets caught out knocking 'em dead with a wicked drive 'en evrythin'.

Last Saturday evening Mr. and Mrs. Graff opened the evening with a little Victrola party, and all that such includes.

De La Nux said that the only thing that kept him from going to sleep after the party was over, was the breakfast bell. Oh, well, Kahuku is three miles away, you know. No, he didn't get lost; he couldn't do that very well, because he has made a well-beaten

track in that direction. At first there was a great deal of mystery attached to these nightly perambulations as we had already seen him being very attentive to one of the fair sex in Honolulu. After some very clever sleuthing, however, he was caught cold with another fair charmer at the movies in Kahuku, the other night; and there are rumors of still another in Frisco. It is only about six miles to the Mormon colony in Laie, Del, and with a second-hand flivver it wouldn't be any trick at all to run back and forth to work.

The two departures were Mr. and Mrs. Riddle. We sincerely hope that Mrs. Riddle has fully recovered from her illness by this time. A rush trip to the coast by her was followed by another for Mr. Riddle. Rumors have it that they will remain on the coast for a while. We all miss you, but here's for the best, Mr. and Mrs. E. R. R.

We were surprised to see Slewing come home a day early on his time off, but a little inquiring informed us that a certain young lady in Honolulu had skipped over to Hawaii for a short time. He had to kill some time reading Judge and the like.

Flanigan, poor man; yes, his fair one shoved off too. But there is a greater gap of water for him than with Slewing, for she went to the coast. Well, one of these little W. W. W.'s is bound to get to Petaluma, Cal., so we'll vouch for Walter's being a real good boy since the *Manoa* sailed. Morris is trying to renew his government insurance. He bought Riddle's Chevrolet, and after the last escapade with a motorcycle, he believes in preparedness. If two wheels laid him up for a month, what would four do?

Our old Texas friend Doc Winn has left us for new duties with the General Electric Company at Havana. We all feel sorry for Doc, because we all know that they have some very old ideas down there, so we advised him not to mix up with that Ancient Order of the Brass Rail and he would probably get along alright. If he happens to see this issue, he might be interested to know that Carrier has promised to treat the crowd "in front of Macey's window" if he has not cleared this station by six P. M., forty-four days from now.

MARSHALL

AFTER a month of social and sportsmanlike entertainment the boys of Marshall are now hitting the ball in routine order.

Hi-speed practice is in evidence daily, due to the steady increase in business and the heavy files anticipated as a result of Mr. Schecklen's solicitation work in the city.

Operator Peterson has assumed the professorship of the Hi-power late night students. Arensburg and Marion are trying to

become nimble enough to stop the unending flow of the former speedy co-worker Snider.

On July 16th the boys gave a dance in the drawing room at the mess quarters to which some of our neighbors at Marshall were invited. The music was furnished by Mr. Steele's phonograph assisted by our own orchestra, which is growing in proficiency. Mrs. Roy graced the hall as hostess and presided over the table of light lunch, thus bringing a perfect evening to a fitting climax.

Messrs. Pepper and Peterson embarked on the first hunting expedition of the season in quest of the fleet-footed deer. Bill saw six but only one was eligible to die at the time and he got away with only a pain in the breadbasket.

Superintendent Roy, Bill Pepper and Martinelli were recent buyers in the auto market, each purchasing a Sheridan. Oh yes, Marine Operator Walling bought a new Phord roadster too.

Brother Nichols received a telegram about two weeks ago which caused him to rush madly to San Francisco and all our anxiety was put at ease at the sight of his return with a blushing bride. Best of luck NS, you show good taste.

We are sorry to say that our abode is no longer graced by the cheery smiles of Mrs. Rohrig. They recently packed the family trunk and are now residing in their own little home at Marshall, where they expect to raise sea gulls in the back yard.

Hamby went to the city with a pain in his starboard shoulder two weeks ago. We hope he enjoys his vacation and will return soon ready to man the wire in his old style. What's the matter with the third trick, Ham?

KOKOHEAD, OAHU

SAY, tell that bird to QRQ. I'm going to sleep. Hey MAO. how's chances of getting the set a minute the Jap says QEZ and wants us to send louder, whereupon Benn puts a paper clip on his bug and sends louder to our Japanese friends on the other side of the world. Such is the daily battle at Kokohead and all our efforts have centered thereupon. Corresponding for the WORLD WIDE WIRELESS has been nil of late but now that a Cub reporter has been appointed, look for us in every issue hereafter.

Things around these parts have been moving since we got our alternator going. Traffic moves east with the speed of light and our worthy colleagues at Ket puts 'em down pretty good. Japan, too, copies us fast. Much traffic is moved to him.

W. P. Schneider arrived from Ket some weeks ago and so far he seems to be enjoying the tropic breezes. Schneid brought a charming wife with him to make his stay here in the Islands a blissful one. Schneid is another victim of that shattered dream "A Buzzing Community at Kokohead," and he has to drive to and

from town each day a distance of twenty-five miles. Cheer up, Bill, maybe some day those fellows back east will take pity on us and make things more agreeable.

McNess, Cherrigan and Street are in the same boat as Schneid, and to them we impart dem same woids.

Street, by the way, is a newlywed. Many a crepe is seen these days. Fair mourners have lost their George, but George has a wonderful little wife and though we all hated to see him leave the bachelor quarters here, we know that he has gone one better up the road of life. Much happiness and best wishes to you, George.

Meredith arrived from Chatham and says that KO has got CM beat a thousand ways. What you fellows do to him back there? He says, never again.

Kokohead pulled off another of its wonderful dances a few weeks ago and its success was crowned with glory. Music? We had the best in the Islands. They claim themselves to be the jazziest jazz band that ever jazzed jazz music. We all agreed with them after stepping to it for four hours, and when the strains of Home Sweet Home had died away all left with regrets that it couldn't be the start instead of the end of the party. We hope to give another real soon.

What's all that noise from Chatham about automobiles? Say, you fellows don't know nuttin'. Kokohead claims all honors. There's twelve brass pounders here and among such a small crowd we count ten automobiles and two motorcycles. Does that win the honors? Bailey and Burke, our power house gentlemen, have started a garage just outside the works here and business has thrived. Quasdorf with his Stutz, McNess with his Overland, etc., etc., have kept them pretty busy of late.

Corey, better known as Einstein, continues his radio activities and his latest invention is a wireless outfit on his cutdown. Carries the aerial on a small kite and when he's going about sixty per he lets it out and gets all the latest news from Honokaa. We refrain from explaining where Honokaa is, but will venture to say that mail goes there twice a week.

Cherrigan appointed supervisor, Vice Anderson, resigned.

Anderson and Baldwin left our midst to take up a sea-faring life. They acquired a yacht and left for the South Seas. A letter received by Mrs. Oxenham from Mrs. Anderson the other day stated that they made Fanning Island in eleven days, which by the way is pretty good for amateur navigators, as "WA" and "BN" are.

We note in the current issue of the WORLD WIDE WIRELESS that Chatham (gosh that place does a lot of talking) claims the tennis championship, or rather they have some players. Again we protest. Supt. Oxenham and a couple others here are pretty

fast players, and we'd like to see a competitive match between the two stations. Meredith plays so fast that his feet can't keep up with him. The ground came up and met him one day and Mr. was using crutches for a few days later. Mrs. Oxenham is quite an enthusiastic player. Wilhelm has tried his hand at it and succeeded in trimming (repeat) trimming Meredith. We have great hopes for him. Pontius plays well and he and Mr. Oxenham go to the mat often.

Burns has his Stutz running and makes good use of it. We hate to look forward a few months when the wet season sets in and our lovely Denver mud is with us again. Afraid we'll have to dig Burns out of his seat if he tries to come across the mud flat when it's wet. You see he has no fenders and coming across the flat when it's wet produces an eruption that only fenders can allay.

Mr. and Mrs. Reed are still with us and enjoying ?? their sojourn in this paradise.

Hamilton pays us a daily eight hour visit, and, like the rest of us, counts the months when he can again walk down the path of gold.

Brown has carried a worried look around with him the past week. We wondered what the trouble was so investigated and found that she was in the hospital having her tonsils removed and in consequence became a bit indisposed, which seemed to cause Irving great grief. We are happy to report the fair Miss well and kicking again. Bl again wears that happy look.

HEAD OFFICE

Mr. G. H. Pearson, Traffic Manager of the Canadian Marconi Company, was a recent New York visitor.

Mr. W. A. Winterbottom, Traffic Manager, has returned from a protracted European trip, during which he visited high power stations in Wales, France, Prussia and Norway. He also visited Scotland. This was his first trip abroad in 14 years.

Messrs. T. M. Stevens, P. C. Ringgold and W. J. Schmidt have returned from their vacations, each with a chocolate-hued tan.

William Cockett enjoyed his vacation in the Catskills with his wife and son.

We regret to learn of the death by drowning of Russell Lowerre Bruch, son of Major Charles P. Bruch, formerly in the service of the Pan American Wireless Telegraph and Telephone Company at Buenos Aires. The young man was 27 years of age, and a Princeton man. He served in the Aviation corps in France. Our sympathy is extended to the bereaved parents.

President Nally sailed for Europe on the Aquitania, August 23.

EASTERN DIVISION

NEW YORK

R EID S. SHIPLEY has transferred to the Steam Yacht *Patricia*, which is about to make an extended cruise to European and Mediterranean ports and thence to the Pacific; H. F. Bollendonk has transferred to the High Power division, leaving first and second positions on the *Old North State* vacant. E. E. Freeman took Shipley's place as chief, Adney Wyeth was promoted to second and Joseph B. Cohen was assigned as third.

A. E. Kierstead is on the *Munwood* running to Cuba.

R. W. Toms sailed on the *Steel Exporter* for Pacific Coast ports.

Emil Krause is on his way to Norway, Sweden and Denmark on the *Milwaukee Bridge*.

C. P. Allwein is now on the *Socony* 90 and John R. Parker is on the *Radiant*.

James W. Bayne, a new man in the service, is junior with Paul Bergin on the *Munamar*. Bayne took the place of Anderson Offutt, who transferred to the *Porto Rico* as junior with L. G. Ainley.

Paul W. Karr is now attached to the *Ario*.

Steffen F. Nielssen re-entered our service and sailed on the *Lackawanna Valley* for Scandinavian ports.

A. G. Marsden, after a voyage on the *Santa Rosa*, which laid up upon arrival, is relieving Benjamin Beckerman on the *Lake Sterling*.

George D. T. Rouse is now on the Standard Oil Tanker *Thomas H. Wheeler* in place of W. L. Vercoutre.

H. S. VanCott, after serving about two years on the *Santa Rosalia*, is now on leave of absence.

J. F. Forsythe, who was relieved when the *Mary Luckenbach* laid up, took his place on the *Santa Rosalia*, which is now en route to the Far East.

BOSTON

J OB PHILBROOK and Ethyle have mutually agreed to part company. Bob is getting up quite a collection of mittens. Nothing worries Robert. He still smiles.

Constructor Sweet equipped the *Wm. Boyce Thompson* with a type P-8-A set. There is a persistent rumor that Walter has given up all thoughts of some time returning to the *North Land*, and that he has forsaken bachelorhood, but the details are not yet at hand. We will endeavor to have confirmation in our next, and in the meantime, crediting Dame Rumor, are wondering if Lucille is the bride.

Constructor Elliott dismantled the $\frac{1}{2}$ KW set on the *Cerro Ebano* and installed in its place a 2 KW P-8-A set. Ask Seymour what he thinks of Providence.

Joseph Noel Smith has had a sufficiently long stay at Savannah and is on the *City of Atlanta*.

Assistant General Superintendent Stevens favors imported haberdashery, imported from a w.k. Boston haberdashery to New York. Watch for 'em.

Emery Neff has left the *Melrose* to return to South Dakota to punch cows.

Supt. Nicholls has returned from his vacation full of pep. He seems to prefer the seashore to the mountains. To be more explicit, we mean bathing beaches.

Howard Walter has resigned.

BALTIMORE DISTRICT

HENRY HEISEL of the New York office was a recent visitor. Inspector L. E. Richwein has left our service, having received temporary appointment as Assistant Radio Inspector with the Department of Commerce, to be stationed at Baltimore. Alan P. Smith, a former Marconi operator, relieves Mr. Richwein, and we wish them both luck in their new positions.

Constructor Grantlin is taking a short vacation at Ocean City, Maryland. With his new red and green striped bathing suit he ought to knock 'em dead.

Inspector Richwein effected an audion installation on the Shipping Board steamer *Asquam* recently.

Hubbard McCauley, recently relieved on the *Lancaster* at New York, paid us a visit and after a few weeks rest from his Far East trip will be ready for another assignment.

Several ships that have been laid up at this port for the last six months have been re-commissioned and from present indications shipping is again starting to move. Can't come too fast for us, though.

GULF DIVISION

NEW ORLEANS

LJ. N. DuTREIL, Assistant Superintendent of the Gulf accept his appointment as Assistant U. S. Radio Inspector division, has resigned from the service in order that he may for the Eighth district at New Orleans. We all regret Joe's leaving us, and wish him success in his new undertaking. W. M. Hammond, Division Traffic Clerk, has been promoted to fill Mr. DuTreil's place as Assistant Division Superintendent. P. R. Ellsworth, who for the past year has been in charge of the Galveston

District office, has been appointed Division Traffic Clerk to succeed Mr. Hammond. The Galveston office is now in charge of our old friend, George B. Williamson, he having been transferred to Galveston from the Port Arthur office. The Port Arthur office is now in charge of Orthni B. Minter, late of the Steamer *E. R. Kemp*. Mr. Minter has been in our service for some time and comes very highly recommended by our Mr. Hartley of the Philadelphia District office.

Chief Inspector W. P. Elkins seems to be tiring of living in a suitease. During the course of the past month we have chased him from Havana to within a few miles of the Mexican border on various and sundry installation and repair jobs. First it was to Tampa where a 2 KW P-8-A installation was made on the new Standard Oil Tanker, *T. J. Williams*. From Tampa down to Key West for the purpose of re-equipping with 531 transmitters the *Mascotte* and *Miami* of the P. & O. Steamship Company as well as overhauling the balance of that company's fleet. Next followed a long trip to Aransas Pass, Texas, back to New Orleans and over to Mobile.

We wonder why Inspector Huber is so confounded insistent on starting his vacation on a certain day of this month, especially since there appears to be no diplomatic relation between he and Mickey.

The *Memphis City*, the twelfth ship completed at the Chickasaw Shipbuilding & Car Company's plant at Mobile, has sailed on her maiden voyage. She is bound for Bombay and way-ports with Robert H. Williams in charge.

Thomas A. Church, who recently lost his sleeping quarters with the laying up of the *West Raritan* at Baltimore, has re-entered the service on the *Walter Hardcastle*.

Chas. W. Malone and Stephen C. Whitney have been added to the R. C. A. family, the former having been assigned to the *George G. Henry* of this division and the latter to the *O. T. Waring* of the Eastern division.

Ralph M. Smith, late of the *Jalisco*, is now in the banana trade, having been assigned to the *Munista*, out of Mobile.

Pierre Lacoste, after an extended vacation, has re-entered the service on the *Cabrille* of the Shipping Board, Eastern Division Service.

Byron H. Barker, after a year's service on the *Ampetco*, is off on leave of absence; having been relieved by Bryan Walker.

Paul R. Harris, after a long sojourn back on the farm, has been assigned to the *Chickasaw City* of the Eastern division.

Manuel Sanchez is now in charge of the *City of Brunswick*, a new Shipping Board vessel.—Key West district bunch take notice.

Louis H. Boizelle, after lengthy service on the *Coahuila*, as junior, has been placed in charge of the Shipping Board Steamer *Eastern Victor*.

STATIC FROM THE KEY WEST DISTRICT.

Born to Mr. and Mrs. Pelham P. Nisbett, a daughter, Colleen Elizabeth, 8 pounds, on July 10th, at Port Tampa, Fla.

W. F. Franklin of the *Miami* (junior) says he is preparing to stand all the night watches on board, as Pelham will soon have to begin standing night watches at home. Have mercy, Colleen Elizabeth, and let dad sleep.

It is rumored in real estate circles that Harold Ely of the *Henry M. Flagler*, and John M. Carr of the *Joseph R. Parrott*, have acquired a ranch on Riverside drive, Key West. How is (or are) the poultry boys?

Oliver Treadway of the *Estrada Palma* has been seen several times lately on the main stem with a charming young thing holding tightly on to his arm. When shall it be, Oliver?

J. E. Kane, formerly of the *Miami* but now of the Hotel Jefferson, must be having a great time. He was reported as having his best lady friend in Key West under convoy several times recently.

J. E. Broussard, of the *Cuba*, has been very successful in acquiring another coat of tan. The first peeled off.

GREAT LAKES DIVISION

CLEVELAND

THE package freight-passenger ship *Colonial* recently cleared from Cleveland on her initial trip, with Clarence H. Hiester in charge of the equipment.

D. W. Gibbs is now attached to the *Alpena*.

Wm. Woodward has been assigned to the *Arizona*, vice R. B. Lathrop.

Notwithstanding the nation-wide slump in business, the Ann Arbor carferries are keeping their ships going in pretty good shape, which means plenty of work for the purser-operators in the employ of the A. A. R. R.

Jo E. Carroll, formerly junior aboard the *City of Cleveland III*, was recently made chief operator of this vessel, vice Lisle W. Wright, resigned. Edgar E. Kinney is now filling the berth left vacant by Carroll's promotion.

Carl Werlein is now senior on the *Carolina*, vice Carl Menzer, transferred.

J. H. Sokutis recently spent a few days in Detroit securing a renewal of his first-grade license.

J. E. Spencer, who has been aboard the *Huron* since the opening of navigation, has been relieved by Carl Eisenhauer, Spencer having

requested a few months leave, during which time he intends to transact some very important business at his home.

G. F. Holly has been assigned as chief of the *Missouri*, vice Allan C. Forbes, away on leave.

Howard Osmun is now attached to the *Petosky*, a one-man ship.

Lester Marholz recently relieved L. C. Wyndom on the *Clemens Reiss*, Wyndom having requested a short leave of absence.

Norman J. Hughes is now aboard the *William Reiss*, vice Norman S. Walker, who was transferred to the *W. F. White* for a two weeks relief. A. H. Freitag, whose permanent home is the *White*, has requested leave to attend executive meetings of the various organizations of which he is a member.

Irving Wallace has recently returned to the *Wyandotte* after a two weeks vacation.

Jacob M. Bolande has returned to Chicago after a few weeks of hardship aboard the tug *Whitney* in Lake Superior.

Paul W. Kessler was recently relieved on the *Iroquois* by C. D. Peck, Kessler having been granted a short leave of absence.

Constructor Leonard has been kept busy making the mid-season inspection trip covering Lakes Erie, Michigan and Huron.

Superintendent Nicholas has just completed a business trip, having covered the entire western end of the division, stopping off at Toledo and Detroit on his way back to Cleveland.

PACIFIC DIVISION

SAN FRANCISCO

DURING the past month all of the marine unions which were involved in the tie-up of shipping voted to accept the new conditions and return to work, thereby acknowledging their defeat. Shipping had become about normal before their decision was reached, so it had little effect on conditions. A few of the radio operators who held out until the last have now applied for positions but find all assignments filled. The list of operators awaiting assignments has resumed its usual proportions and we would not advise anyone to seek the advantages of the Pacific Coast climate without being first provided with a fairly long pocketbook.

The P-8 panel set on the Matson Navigation Company's steamer *Manoa* was slightly damaged by fire which occurred while the ship was lying in port at Honolulu. The fire started from the overheating of a resistance unit in connection with the battery charging panel. Junior operator Snow was standing by and gave the alarm at once. The damage, to the extent of a few hundred dollars, was caused mostly by salt water.

The second of the Anglo Saxon Petroleum Company's ships built by the Union Construction yards in Oakland was installed by the local force during the month. A 1½ KW quenched set of

the English Marconi type and a detector and two-step amplifier comprises the equipment. Two operators, A. T. Naylor and J. J. Davis, were sent from England to take charge of the *Achatina's* equipment.

We are still looking forward to the advent of the CW transmitter, as it is believed they will become very popular on this coast; and also the detector and one-step amplifier, which we have heard much about.

A number of radiophones are in operation in San Francisco and concerts are given nightly. The Fairmont Hotel, equipped with G. E. tubes, transmits on a wave length of 350 meters, and the California Theatre on 1,250 meters. All the members of our staff have equipped themselves with receiving apparatus and besides enjoying the music each evening we get a great kick out of the ships. Nuff sed.

Duke Hancock and Ralph Burr of the *Nanking* both found it necessary to lay off for one trip on account of illness in their respective families. B. C. McDonald from KPH and Tom Humphreys from the high power station at Marshall are filling in for the trip.

Glen Peck, after six weeks in the oil fields returned to his old berth on the *West Camargo* enroute to Australia. The *West Camargo* was recently equipped with a new refrigerating plant and it is hoped Glen will keep them cool on the way home.

Frank Smith, who came around on the *Wolverine State*, is now senior on the *Queen* running up and down the coast. Smith doesn't want to leave the coast run for several reasons. He kept smiling so much around here that we became suspicious and accused him of keeping a cellar. He then confessed that he was a proud papa, and that the little fellow would never be a wireless operator.

That will be all for this month. Soon we will again be publishing the names, and on what boat each operator is working, as of old, which was discontinued at the start of the marine strike.

SEATTLE

ON their way to the Paris Communication Conference, Messrs. M. Sayeki and S. Inada passed through Seattle this month. These gentlemen are in charge of the Radio Communication System in Japan. Accompanying them were A. Nagai and C. Anazawa. Although here but a few hours, we were able to show them many interesting places in and around Seattle.

Hubert MacGowan has transferred from the *President* to the *Admiral Schley*. His brother, John, formerly an operator in our service, is freight clerk on the same vessel.

MacGowan was relieved by C. A. Lindh. The *President* is by no means new to Lindh, as he was chief on her back in 1915 and 1916.

Phillip Boothroyd requested a leave from the *Spokane*, which we gave him, and the next thing we knew he was married. He will shortly go to the Orient on the *Keystone State*.

C. E. Newbill is holding down Boothroyd's place on the *Spokane*.

The USSB *Yosemite*, after a long lay up, has sailed for Europe, with E. Schenk, formerly of the *Windber*, in charge.

E. Robertson, just off the *Delrosa*, has been enjoying an extended vacation, motoring through British Columbia.

John Prescott and H. F. Wiehr have returned to our service and are on the *Admiral Schley*. Mr. Wiehr will shortly take over a ship on the Northern run.

PORTLAND

AFTER having an auxiliary set installed, the *Swiftwind*, of the Swiftsure Oil Transport Company, loaded with 10,000 tons of wheat, left for Europe, via the Canal. Walter Tease, who for many years sailed out of Seattle on Alaska runs, on account of his experience over other applicants, was given this position of Radio operator.

The *West Cayote*, under charter by the Pacific Steamship Company, has returned to Portland after making the run with a general cargo, to Europe. Ray Kimbark, the operator, reports that he had a very interesting trip. He returned with a large collection of pictures taken on the trip, mostly of the ruins and devastation of war on the battlefields. These include pictures of some of the long range guns the Germans used.

Operator H. J. Scott reports an excellent trip on the *Pawlet* to the Orient. The *Pawlet* is now in drydock for painting and while this is being done, Scott is seeing Portland and the Columbia Highway.

We are pleased to report visits from the following operators: Jim Caldwell and W. D. LaCohanne, S.S. *Senator*; F. M. Rice, S. S. *Pomona*; J. F. Hammell and E. Whelmshurst, S.S. *Rose City*; Otto Wihl, S.S. *Colusa*; Geo. Kundsén and Thos. L. Rowe, S.S. *Admiral Evans*; D. V. Millard, S.S. *Effingham*; D. Brossedt, S.S. *Mundelta*.

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Each one of these books will give you new facts, will broaden your knowledge and increase your earning capacity.

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The Thermionic Valve and its Developments in Radio Telegraphy and Telephony.

By J. A. Fleming, M.A., D.Sc. Price
279 pages \$5.00
144 diagrams and illustrations

Wireless Telegraphy and Telephony

First Principles, Present Practice and Testing.

By H. M. Dowsett, M.I.E.E. Price
331 pages \$3.50
305 diagrams and illustrations

Textbook on Wireless Telegraphy

By Rupert Stanley, B.A. M.I.E.E.

In Two Volumes

Vol. I. General Theory and Practice, 471 pages \$5.00
Vol. II. Valves and Valve Apparatus, 357 pages \$5.00

Telephony Without Wires

By Philip R. Coursey, D.Sc., A.M.I.E.E.

Price
414 pages \$5.00
250 diagrams and illustrations

Radio Engineering Principles

By Lauer and Brown

Endorsed by Major General George O. Squier.

Price
304 pages \$3.50
250 illustrations

The Oscillation Valve

The Elementary Principles of Its Application to Wireless Telegraphy.

By R. D. Bangay

Price
215 pages \$2.75
110 diagrams and illustrations

Alternating Current Work

An Outline for Students of Wireless Telegraphy.

By A. Shore, A.M.I.E.E.

Price
163 pages \$1.75
86 diagrams and illustrations

Magazines You Will Like

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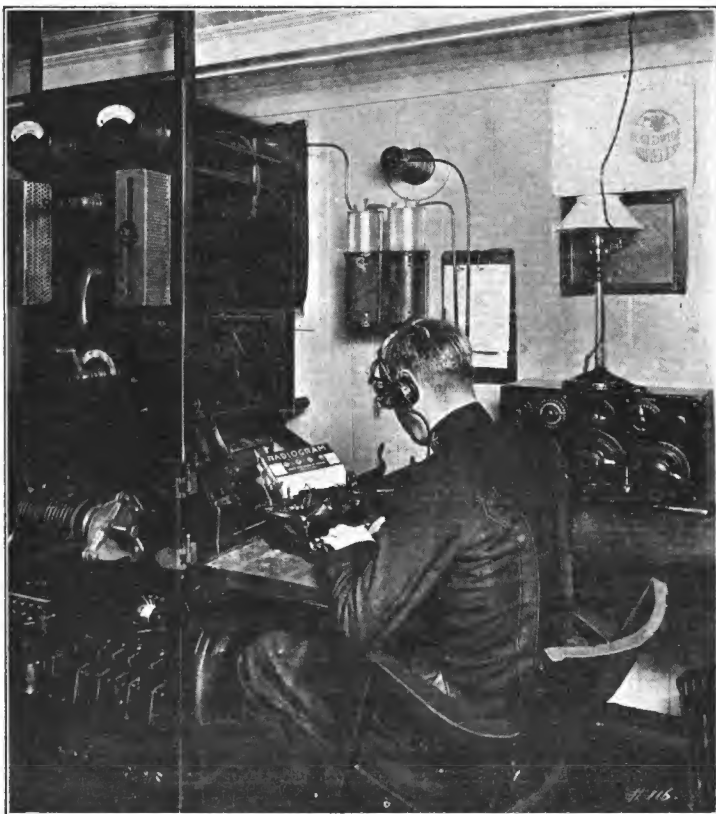
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OCTOBER, 1921

VOLUME 2

AT
233 BROADWAY, N. Y.

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233 BROADWAY

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THE STATIC CLUB

THE first stated meeting of the newly organized Static Club was held at Hotel Astor, New York, September 8th, the number present being 52. The president, Dr. A. N. Goldsmith, presided in a happy manner, congratulating the Club on having enrolled 107 members. The following-named guests were present:—Mr. Marcus Goodbody, of Goodbody & Company; Mr. Henry Kelly Brent, Dr. Martin Tepper, President Industrial Rubber Corporation; Mr. William H. Barnard, Treasurer International Salt Company, and Mr. George W. Peck, of the American Telephone and Telegraph Company.

The founder of the Club, Mr. E. J. Nally, being abroad, the following radiogram was sent him:

“New York, Sept. 8th.

“E. J. Nally,

“Claridges, Paris.

“Static Club enjoying its first dinner Hotel Astor, profoundly regrets your absence and sends best wishes for safe return. Goldsmith.”

Another absentee was Mr. David Sarnoff, who sent the following telegram from Pittsburgh:

“Pittsburgh, Pa., September 8, 1921.

“Dr. Alfred N. Goldsmith,

“President Static Club,

“Hotel Astor, N. Y.

“It is with much regret that I am unable to attend the first dinner of the Static Club. Please convey my best wishes for a very enjoyable evening to those present.

David Sarnoff.”

Choice selections were rendered by an orchestra while the dinner was being served; the menu being as follows:

	Cherry Stone Clams	
	Chicken Consomme Nouilletes	
Celery		Olives
	Friture of Whitebait	
	Buttered Brown Bread	
	Saddle Lamb Mouselet	
	Fresh Stringbeans au gratin	
	Pommes de terre Anna	
	Philadelphia Pullet grille Cressoniere	
	Hearts of Lettuce Russian dressing	
	Buche glace Astor	
	Gourmandises	
	Moka	

Mr. W. A. Winterbottom then gave a highly interesting talk on radio and general conditions in Europe, he having just returned from an extended trip through England, France, Germany and Norway. The evening closed by all joining in popular songs for half an hour, with Messrs. William J. Schmidt and Joseph V. Henry at the piano, both being gifted accompanists. The affair was a most enjoyable one.

The Static Club has been formed for the promotion of good fellowship among the officials and members of the Radio Corporation. All male employees over 21 years of age, wherever located, who have been in the service of the Radio Corporation or of its affiliated companies for a period of not less than one year, are eligible to membership, and all are cordially invited to enroll. Application forms may be obtained from the secretary, E. B. Pillsbury, 233 Broadway, New York. The constitution and by-laws are given below in full:

CONSTITUTION

I.—*Name.*

The name of this Club shall be The Static Club.

II.—*Purpose.*

Its purpose shall be to cultivate social intercourse and promote solidarity amongst its members.

III.—*Membership.*

Men over 21 years of age, who are employees of the Radio Corporation of America or its affiliated companies and who have been so employed for a period of one year, may be admitted to membership. Any person may be admitted as an honorary member by a majority vote of the members present at any annual meeting of the Club, but not more than three honorary members shall be elected in any one year.

IV.—*Officers, Executive Committee.*

The officers of this Club shall be a President, a Vice-President, a Secretary, an Assistant Secretary and a Treasurer, who shall also act as an Executive Committee. Officers shall serve for one term only.

The annual meeting of the Club shall be held on the first Thursday in November, officers then elected to take office January 1st and hold office until the end of that year.

Stated meetings shall be held on the first Thursday in February, May and November and the second Thursday in September.

Place of meeting shall be decided by the officers of the Club and due notice shall be given to members two weeks in advance. The cost of each meeting shall be assessed equally among those attending, including absentees who have given notice of their intention to attend.

VI.—*Annual Dues.*

The annual dues shall be \$1.00, which shall be paid to the Treasurer not later than ninety days from the date of rendering of the bill. Any member in arrears for annual dues or dinner assessments for ninety days shall be deemed not in good standing and shall have no vote or voice in the affairs of the club and shall not be privileged to attend any of its meetings. At the expiration of three months thereafter if still in arrears he shall forfeit membership in the Club unless otherwise decided by the Executive Committee.

Honorary members shall not be required to pay annual dues.

VII.

The Constitution and By-laws may be amended by a two-thirds vote of those present at any meeting, provided that notice of proposed amendment shall have been given in the call for such meeting, at least two weeks prior to time of meeting.

BY-LAWS

Duties of Officers

1. The President, or in his absence the Vice-President, shall preside at all meetings of the Club and shall perform all other duties usually pertaining to his office.

The Vice-President, Secretary, Assistant Secretary and Treasurer shall perform all duties usually pertaining to such offices.

Executive Committee.

2. The Executive Committee shall manage the general affairs of the Club, subject to such instructions and recommendations as may be prescribed by the members not inconsistent with the Constitution and By-Laws.

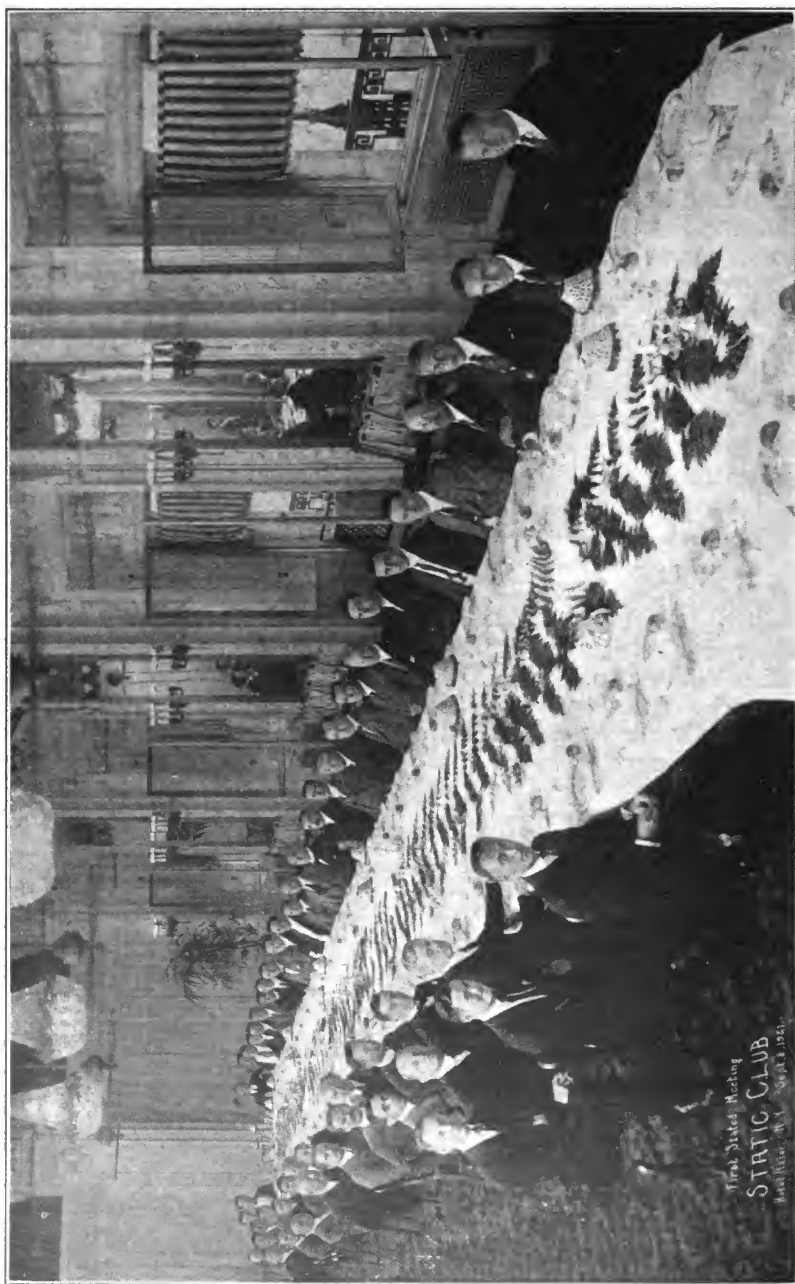
It shall meet upon the call of the Secretary, and three shall constitute a quorum. It shall have power to fill all vacancies.

Suspensions and Expulsions.

3. The Executive Committee may by a two-thirds vote of its members suspend or expel any member of the Club who, in their judgment, shall have been guilty of ungentlemanly conduct.

Admissions to Membership.

4. New members may be admitted by the Executive Committee upon application, approved by at least three sponsors, who shall be members in good standing of the Club, but not of the Committee. Application blanks will be furnished by the Secretary, and applications shall be accompanied by \$1.00 to cover the annual dues for current year.



First United Methodist
STRICK CLUB
Hartford, Conn., Sept. 1, 1901

The officers are: President, Dr. Alfred N. Goldsmith; Vice-President, David Sarnoff; Secretary, Edward B. Pillsbury; Assistant Secretary, Lewis MacConnach; Treasurer, George S. DeSousa.

It will be seen that the next stated meeting occurs on the first Thursday in November when the speaker will be Mr. David Sarnoff. The secretary will be pleased to hear from any member who may desire to address the Club on future occasions. Correspondence is invited.

THE MODERN RADIO OPERATOR

OUR cover illustration for this issue represents the modern RCA operator. When the scribe went on board to photograph the set, he was agreeably surprised to note the ship-shape manner in which the shack was kept. Efficiency seemed to be the keynote of this operator's life. For one thing, although the vessel was a Standard Oil one which does not carry passengers, this operator met us attired in the neat uniform and ready to show any chance visitor all due courtesies.

The instruments themselves were in most excellent upkeep and all brass work shone brightly. All papers, books, forms, etc., were carefully stowed away and nothing lay on the operating desk which did not absolutely warrant its presence. As will be seen this operator has equipped himself with a portable and yet sturdy typewriter. He demonstrated to us that he could copy anything in the way of press, weather reports and radiograms *directly* on the mill in a neat and accurate fashion; in fact he confided that everything he hands the captain is typed. If static or interference is too severe to permit using the typewriter he copies with pencil, but later transcribes the matter on the machine.

Here is one of the many WORLD WIDE WIRELESS men who is proud to be a ship operator. He is proud of his company, of his apparatus, of his profession. It was a pleasure for the scribe to have met this man and to shake his hand. Incidentally the Corporation is proud of him and glad to introduce him to you, regretting we cannot present a front view. His name is Harvey H. Long, and at the time of the above photograph he was attached to the S. S. *Eagle*.

BOY SCOUTS

Through the courtesy of the Radio Corporation of America the Suffolk County Boy Scouts were granted the use of a fine camp site on its property at Rocky Point, L. I., adjacent to a fine bathing beach. The encampment was numerously attended and continued during July and August.

OUR EXTENSIVE MARINE COASTAL STATION SERVICE

THE RADIO CORPORATION OF AMERICA takes pleasure in announcing that the following Marine Coastal Stations are now under its operation and control:

CHATHAM (CAPE COD), MASS.—Call Letters WCC.

This station is fitted for simultaneous operation on 2200 meters CW and 600 meters ICW. (equivalent to spark), continuous watch being maintained on both these wavelengths. The 2200 meter transmitter consists of a 2 KW tube set, and the 600 meter transmitter of 2 KW modulated tube set. This station is directly connected by our private wires with our main telegraph office at 64 Broad Street, New York.

NEW LONDON, CONN.—Call Letters WLC.

This station is equipped with 3 KW spark set. Wavelengths of 300, 450 and 600 meters are available. Continuous watch is maintained on 600 meters.

NEW YORK CITY—Call Letters WNY.

This station is located on the roof of the Bush Terminal Building, Brooklyn, New York. It is equipped with 2 KW and 5 KW spark sets. Wavelengths of 300, 450, 600, 1800, 2200 and 2400 meters are available. Continuous watch is maintained on 600 meters.

This station is the only Marine Radio station actually located in the City of New York and affords the quickest possible service in connection with messages pertaining to steamship business. All such messages destined to steamship offices in New York City or vicinity will be 'phoned immediately upon receipt.

CAPE MAY, N. J.—Call Letters WCY.

This station is equipped with 2 KW and 3 KW spark sets operating on 600, 450 and 300 meters. Continuous watch is maintained on 600 meters.

This station offers the best facilities for vessels south of or when bound to and from New York, or Atlantic ports south thereof.

SAN FRANCISCO, CAL.—Call Letters KPH.

This station is equipped with 5 KW spark set. Continuous watch is maintained on 600 meters. Direct wire connection with our San Francisco City office has been provided, insuring quick service.

NEWPORT, R. I.—Call Letters WCI.

In addition to the above stations the Radio Corporation also controls the station located at Newport, Rhode Island (call letters WCI). This station, however, is only open during the hours of 8 P. M. to 4 A. M. and is established primarily for service to vessels on Long Island Sound. However, it

is open to general public service during the above-mentioned hours and may be used by any ship station.

The coast station rate for all the above stations is 10 cents per word, with the exception of San Francisco, where the rate is 6 cents per word.

The land line rates charged by WNY are the regular published rates for stations located in New York City, and the same rates apply to our Chatham (WCC) station on account of that station being directly connected with our New York office by our private wires, over which all messages handled by the WCC station are routed.

Land line rates for New London, Newport, Cape May and San Francisco are the regular published rates applying to stations located in the States of Connecticut, Rhode Island, New Jersey and California, respectively.

The Radio Corporation's Belmar-New Brunswick Marine Station has been permanently closed and the call letters WNY transferred to our New York station, the call letters of which were formerly WCG.

The Siasconset (WSC) station has also been closed. Traffic formerly handled by that station should no be routed via WCC or WLC.

With the chain of stations described above, the Radio Corporation is prepared to render the highest class of service to and from ships at sea, the RCA system being the only one which has the advantages of a harbor station in New York, a long distance station on Cape Cod, and intermediate stations at New London, Cape May and Newport.

EXECUTIVE ORDER

New York, September 13, 1921.

Effective September 1, 1921, T. M. Stevens, formerly Assistant General Superintendent, Marine Division, was appointed Assistant Traffic Manager (Marine) and is responsible to the Traffic Manager for personnel and operation of coastal stations and for the movement of traffic between ships and shore stations operated by the Radio Corporation of America.

DAVID SARNOFF,
General Manager.

NEW YORK

BROAD STREET

WE wish to confirm the rumors heard by Chatham regarding receiving possibilities at Riverhead. The facts show New York reading Muu single fast, Chatham is unable to read Poz double slow; Riverhead is notified and presto—New York is taking Poz also. Nuff said.

The first Smoker given by the Static Club at the Hotel Astor on Sept. 8th was not as well attended by the Broad Street men as was expected, Mr. Schiavi being our only representative. This was due to the late announcement and a scarcity of dress suits. However, we have some forty Broad Street members of the Static Club to date.

Vacations are in full swing both in the Operating and Abstracting departments.

Miss Frimarck, our superintendent's pretty stenographer, spent her Labor day weekend in the mountains. This we understand was a return visit to the place where she had a little romance on her two weeks' vacation early in August. We shall probably hear more of this very soon.

Our Superintendent spent another week of his vacation on his Long Island farm. We understand he has been very busy working on a rain-making device so that he would get something more out of his garden patch than a few tomatoes and half a dozen cabbages.

Miss Blankford was given a good tip by Miss Sinnott with the result that they both spent their vacations at Narrowsburg. Who was the lucky one?

Miss Fox found Frenchtown just the right place and had a very enjoyable time.

Miss Toor thinks there is no place like Cairo for a vacation.

Mr. Smith of the Billing department did a little navigating on the Delaware River at Bushkill for two weeks.

Miss Wohlmuth, Hanan, Polnick and Santry have outside interests, so no cards were received at Broad Street.

Just before completing the vacation dope we received a communication from Mr. Weaver, our Assistant Superintendent, who is about to spend his vacation at Manhattan Beach.

Mr. Wallace recently returned from his vacation and he tells us of a gent rushing into the Marine department and in an excited manner asking if he could speak to his wife on the *Aquitania* (at that time at Quarantine) over the wireless telephone "Just to hear her voice and know she was well." Mr. Wallace, for the first time in his life, was confused, say-

ing that he could hardly believe that such rapid developments could have taken place at Broad Street during his absence.

Messrs. Dieghen, Nunn and V. H. Brown participated in the vacation handouts during the month of August, returning to duty feeling the benefit.

Mr. Cowden is back from vacation and is Acting Assistant Superintendent during the absence of Mr. Weaver.

Mr. Kay is Acting Supervisor during vacations.

W. V. Moore, of Chatham, was a recent visitor at Broad Street.

Hermann Bickford has been assigned to the Broad Street Technical Staff and is now using a large sheet of ruled paper, each line indicating a wire. Says it is easier to memorize when you have it all in front of you, in the event of the lights failing at Broad Street, the wires wont be so hard to locate.

N. Y. RADIO CENTRAL

DO you remember how Moses sent twelve scouts into the Promised Land (of course you don't). But if those twelve men had ever journeyed into our Promised Land via the North Side Branch of the Long Island Railroad to Rocky Point they would have walked back. Nor would they have been burdened with grapes on their homeward journey; they would have carried cider apples. We suggest an observation car and a Cook Tourist's Guide to point out spots of undue interest during the half hour layovers at each station.

True enough, the road bed is on the *sound* side of the island but even then J. Barnes of Riverhead says it isn't *stable*.

It seems that some time during the Pleistocene age a glacier passed over Long's Island and by accident or intent left considerable rock and very few houses in the immediate vicinity, wherefore we have the name Rock Point. When the writer arrived, after a very arduous journey, he chanced on the watchman and asked—"by the way where is the town, where is Rock Point?" and the reply was—"You've seen it man; take a look around you."

Up here on the hill, this is our community house, nicely furnished; over by the left wing this is the bungalow nearing completion for our happy chief, and down this road about a mile this is our power house with both ends made of tin, so we can make extensions when needed. Inside we have number one machine about ready to alternate just as soon as Dr. Brown signs the birth certificate; and shortly when things begin to hum and our staff is complete we will begin to make this place live up to its name of RADIO CENTRAL.

We understand that Harry Sparks of Marion will soon be among us as Shift Engineer and, further, that as a side issue he is a terror among the women. We await your coming, Harry.

A short but pleasant visit of inspection was paid us recently by Messrs Pillsbury and Edwards. We judge it was pleasant at least, by the expressions of satisfaction which were forthcoming.

Mr. and Mrs. Leavitt are with us and have washed and ironed the community house into shape for the incoming staff, and even now a homely aroma drifts in from the kitchen.

K. N. Cummings of Marion is acting as vacation relief for our brave chief, and though he finds our diggings rather quiet, he agrees Yap Hank watermelon is fine, even if the seeds do get into one's ears.

And now, friends, the closing chapter. Even as we write the die is cast, the deed is did and the step is taken. It takes a brave heart, a steady hand and a level head, but we have confidence in our chief. That old crack, "Save your money and go West," is all right; but it doesn't say anything about saving money to take somebody else along. Nevertheless, we shall welcome him—them, we mean—eagerly when they return.

Boys, Doc Usselman is **MARRIED**.

RIVERHEAD

It is pretty hard to get the muse to function when there are two brand new sets pleading to be given something to do; "but, however," as our friend Mrs. Hubert would say, the muse must work or we will continue to be left off the mailing list of the w.w.w. So far we have had to break one of Uncle Sam's many laws by filching Beverage's copy from Box 13, and hurriedly passing it around before sending it on to him. Please, Miss Mailing List, include the Riverhead Station on the list of eligibles.

Chatham, we know that we are rather young in the family of receiving stations and we hope that you won't be offended if we offer some friendly advice. There is a sentence that may be found on the label of every bottle of library paste that says: "The thinner you spread it, the sooner it sticks and the farther it goes." We appreciate your helping us out with MUU and we hope that our assistance to you on POZ and LCM has not met with disfavor. It also might be well to serve notice that we also listen to POZ now and then and think your statement regarding the long periods of high speed are considerably exaggerated. It's human, though, CM, and we're for you—go to it.

The new tone lines are here and will soon have their share of traffic going in to Broad Street. We have three sets ready now and two more waiting to be wired. Broad Street, you may be going some now, but you "Ain't goin' near like youse gwine ta go."

We are sure enjoying our new station, and, though it is not yet entirely complete, we are right at home in it. Four brand new sets of the latest apparatus are in place. The plug board is ready, as are the repeaters. All we lack is a short section of line to NY. Pictures of the station, in and out, failed to appear at the last minute but we will do our best to get them in an early issue of the W.W.W.

We warn Rigby to look out for Franklin—he has a wonderful way with the ladies. He took Bev's girl to the movies the first night he arrived in Riverhead. Bev claims that he had no date, but that is no discredit to Franklin's speed.

Ty is getting fat, honest he is. We don't blame him, though, as we are all tickled when his mother invites us to dinner.

Beverage, Moulton and Greenman have left us for Belmar and parts unknown, to continue the war on Old Man Static. Shortly before departing Greenman bought an Oakland, with winter top 'n everything. We feel sure that his spare time for some months to come may be well spent looking for SQUEAKS. Even the alcohol in the motometer squeaks as it races to the top of the glass when the engine is started.

Mr. and Mrs. Johnston have succeeded in getting their apartment and seem to be quite well settled for a long winter in Riverhead. They have been telling us some fine things about Chatham, and from their reports it is almost civilized up there now. My, how a place can change!

Bourne has taken to transatlantic receiving sets like a Long Island duck to water. He will probably not like the comparison, as he doesn't like ducks.

We welcome E. N. Williams to our station. He's awfully quiet and we haven't much on him as yet, except that he claims to have seen the prettiest girl in Riverhead. Who is she, Bev?

MARION

THINGS NOT APT TO HAPPEN AT MARION

I. Vermilya writes for WIDE WORLD WIRELESS, but does not boost himself, Cumming or the Cook.

Wages of the whole crew raised 50 per cent. Swell chance!

The skipper brings a few quarts back from the Canadian woods. Oh, boy!

POZ calls for more power and Cumming puts 5 gallons of gasoline and 7 pink pills in the magnetic amplifier. POZ then reports signals fulla pep and back fire and a beautiful rich mixture tone. Razzoo.

Bill Dunn proposes to Big Alice. Whoops, my dear!

Roy Vermilya is found at work while the boss is away. Hot dog!

Snell slips on the ice while taking the furnace ashes out this morning. Zowie!

Wixon stays in of an evening and plays tiddle-de-winks. Clickety clack.

Sparks refuses to have his name mentioned in WIDE WORLD WIRELESS. Does not like publicity! How we suffer!

MARSHALL

HAVE the old days come back? This question is the cause of many wrinkles on the brainy domes of the KET boys as they struggle against the tide of QRN to the growl of the old KIE spark, while one of the stately new alternators undergoes an operation.

A plan is now before the Board of Trade at this station to fence off that portion of the rocky road to our now famous hunting grounds that leads from Bolinas, to keep out certain brave hunters who threaten to kill all the game in Marin County. Last week some of said "Knights of the Static piercing" war-like tribe are known to have been poaching on our grounds, taking away one of our best bucks; and again this week the same insurgents were found on our sacred hunting grounds and took home one of our best bob-cats. As the animal measured five feet from tip to tip some called it a Mountain lion, but we don't agree to this name being applied to our overgrown cats. We do say there is a lot of Lion hunting done about here. How were the Lion steaks, Mr. J. L. B.?

Superintendent Roy, accompanied by Mrs. Roy, spent their vacation in the wilds of the high Sierras casting for mountain trout and hunting big game. The journey as far as the summit was made by auto, then pack mules were used to transport their supplies to the good fishing and hunting grounds where they found game and fish plentiful. As Mr. Roy spent his childhood days near these mountains, he did not require the services of a guide to lead him to the spots where the limit of fish and game could be bagged in a short time.

To be or not to be, is the question that now places the arch upon the brow of our boys as they discuss the reincarna-

tion of the spirit of the KET CLUB, long since at rest. Some say "Twill" (one word), others say it won't. As an initiative step to revive the ancient order, five men have elected pro-tem officers as follows: President, F. M. Roy; Secretary and Treasurer, E. A. Hosmer. A pleasant evening is expected when the initiating dance will be held in the near future.

We are pleased to welcome Brother E. A. Hosmer to our growing family. He comes from our sister station at Chatham and recently returned to the northern ranks after a short stay with the "Federal troops" in the south (Palo Alto). He says he is with us for life this time.

Mr. White is another new arrival who bids fair to stay with us on the hi-power. Welcome, old man; we hope you stick and make good. Johnny Neville is also a new arrival and is going to try and qualify on the circuit where accuracy and speed is the motto.

Farewell, Brother Martingale (or is it Martindale), who left us to join the opposing force in the south, to listen once more to the singing arc.

HEAD OFFICE

G. L. Usselman, formerly Engineer-in-Charge at Tucker-ton Station, has been transferred to the new station at Rocky Point, L. I., as Engineer-in-Charge. He is succeeded at Tucker-ton by A. W. Aird.

Messrs. A. E. Reoch, Assistant Chief Engineer; R. C. Edwards, Architect, and E. E. Bucher, Commercial Engineer, enjoyed their vacations at Belmar, N. J.

W. A. Winterbottom, Traffic Manager, was a recent visitor in Montreal.

William Browne, Attorney, has returned from an automobile trip to Maine.

Lawrence D. Hill, Engineer, of the British Marconi Company, recently visited the high power stations at New Brunswick and Radio Central, sailing later from Montreal for England.

W. M. V. Hoffman, Jr., of the Sales department, has resigned to resume his studies at Harvard Law school.

Miss Vones, of the Purchasing department, is recovering from an operation for appendicitis.

W. P. Van Wyck, Purchasing Agent, has returned from his vacation, well browned.

All the coastal stations of the International Radio Telegraph Company have been acquired by the Radio Corporation of America, including stations at Cape May, Bush Terminal (Brooklyn), New London, Newport, Belfast and Siasconset.

The International was a subsidiary of the Westinghouse Electric & Manufacturing Company.

The Belmar Marine Station and the Siasconset Station have been closed to public service. Marine traffic formerly routed through Belmar (WNY) now circulates through the Bush Terminal (Brooklyn) Station, which now is known as New York Station, call letters WNY. Traffic formerly routed via Siasconset is now being circulated via New London (WLC) and Chatham (WCC).

The operation of all Marine Coastal Stations has been assigned to the Traffic department.

THE GREAT AND NEAR-GREAT-OF RADIO

With this issue we launch this page for those of us who are either great or near-great. Anyone in the Radiocorp family is welcome to use the page and tell about himself—his or her past, present and future. Make it your page by jotting down a few notes accompanied by a photograph; an impromptu snapshot will do nicely, and send both in. The editor will be pleased to revamp your story for publication if necessary, so do not hesitate.

The Editor

PIERRE BOUCHERON



I don't know why the genial E.B.P. has picked on me for a personal write-up, but it must be because everyone and everything of importance has been written up and there now remains no one and nothing but the lesser lights; so here goes to see how many times I am forced to use the pronoun "I."

Communicating without wires has always been a deep and fascinating subject to me. In fact, I have been studying wireless ever since I can remember. I was born in 1889 not far from the Eiffel Tower, call letters FL, and when three days old had already mastered the code—of yelling for my meals at regular intervals.

Later on I came to this country (no, I didn't travel steerage like the proverbial emigrant) and reached here just in time to see the returning Spanish American war heroes. Wireless came to my aid again in this instance and I saw the parade on Fifth Avenue by making signals in the original French to a tall men who stood by on the side lines. The T. M. understood the signals, but not the French, whereupon he hoisted me aboard his shoulders and I

saw the heroes and their decorations pass by.

In 1906 I really became interested in wireless and had cards printed announcing myself to the world as a "wireless experimenter." My set was located at 48th Street, N. Y. C., and at this strategic point, I most effectively jammed "Pick" at "WA" (the Waldorf Astoria Hotel's station), as well as our present assistant treasurer, Mr. Payne, who was then chief operator at "NY," 42 Broadway.

"Pick" bawled me out so many times by telephone and Payne having threatened me for the 79th time with arrest, confiscation of set, name on the black list and other dire punishment, that I was forced to escape to sea in 1912 on the S. S. *Antilla*. Wonderful experience, and I shall never forget the kind and genial captain when he tried to put me in irons just because I insisted upon wearing my brand new uniform with gold lace and everything—this was a tramp freighter and everyone except the firemen wore overalls, the latter wore only loin cloths. How was I to know tramp ship etiquette the first trip?

Having read R. L. Stevenson, Joseph Conrad, Jack London and Nick Carter, I looked forward to pirates, buried treasure, south sea man-eating cannibals, and at least one shipwreck on a desert island. In fact, I had already picked out the swell yacht, the big Rolls Royce and the country estate which would be my reward after I had rescued the beautiful though wild maid on said desert isle, left there to die sixteen years before by the villain but brought up by obliging ourang outangs, a la Tarzan of 20th century movie fashion.

Alas! I saw nothing wilder than half starved West Indians, one or two seventh rate bull fights and senoritas of somewhat chocolate-hued complexions. Oh yes, there were some very fine cigars at Havana, very black coffee at Rio de Janeiro and very strong aguardiente at Tampico.

If the war had not come along to upset my plans I would now be permanently settled at Tahiti in the South Seas as publicity director for the Tiare Hotel. Everything not obtainable in these United States can be obtained there without much effort and Lovaina, the owner, promised me the job was a good one for someone who spoke the big three, English, French and Spanish. Skip-pers, traders and pearl buyers were the customers and they paid well for anything they got.

Now for some honest to goodness facts. I like writing very much, which is the reason I am now advertising and publicity scribe for the WORLD WIDE WIRELESS organization. The urge for self expression came very early, but it was first employed to express the thoughts of others to advantage and profit when I was still in grammar school. Here I gained fame and marbles by writing

letters to teachers for other boys, explaining one, two and three days' absence from school, tardiness or any other misdeed.

A few personals. On last election I voted for Harding. I have tried making h. b. twice, without success. I never eat meat in the morning. My wife thinks I'm *some guy*, and I am saving up to buy a flivver, and a twenty-five room bungalow in the woodlands.

So far I've used the personal pronoun "I" exactly 38 times (count 'em), not bad either for I once read a political harangue in the *Saturday Evening Post* by a dignified senator, in which he used on an average of three "I's" for every ten words. Prudence warns me to stop before I get mixed up with my dates.

RADIO CONTROLLED CARS

THE possibilities of Radio controlled cars was successfully demonstrated recently in Dayton by Captain R. E. Vaughn, Chief of the Radio section of McCook Field. The car which was controlled by Radio was cigar shaped, about eight feet long, with three pneumatic tires. A car a short distance behind with a Radio equipment overhead, containing Captain Vaughn and observers, let the driverless car go through the principal streets of the city. On reaching a crossing the car slowed down and the horn tooted, just as though the car carried a driver. The demonstration showed the war time possibilities of this method of locomotion. Tanks could be loaded with TNT and let loose without a driver over into No Man's land, timed to explode on reaching the enemy lines.

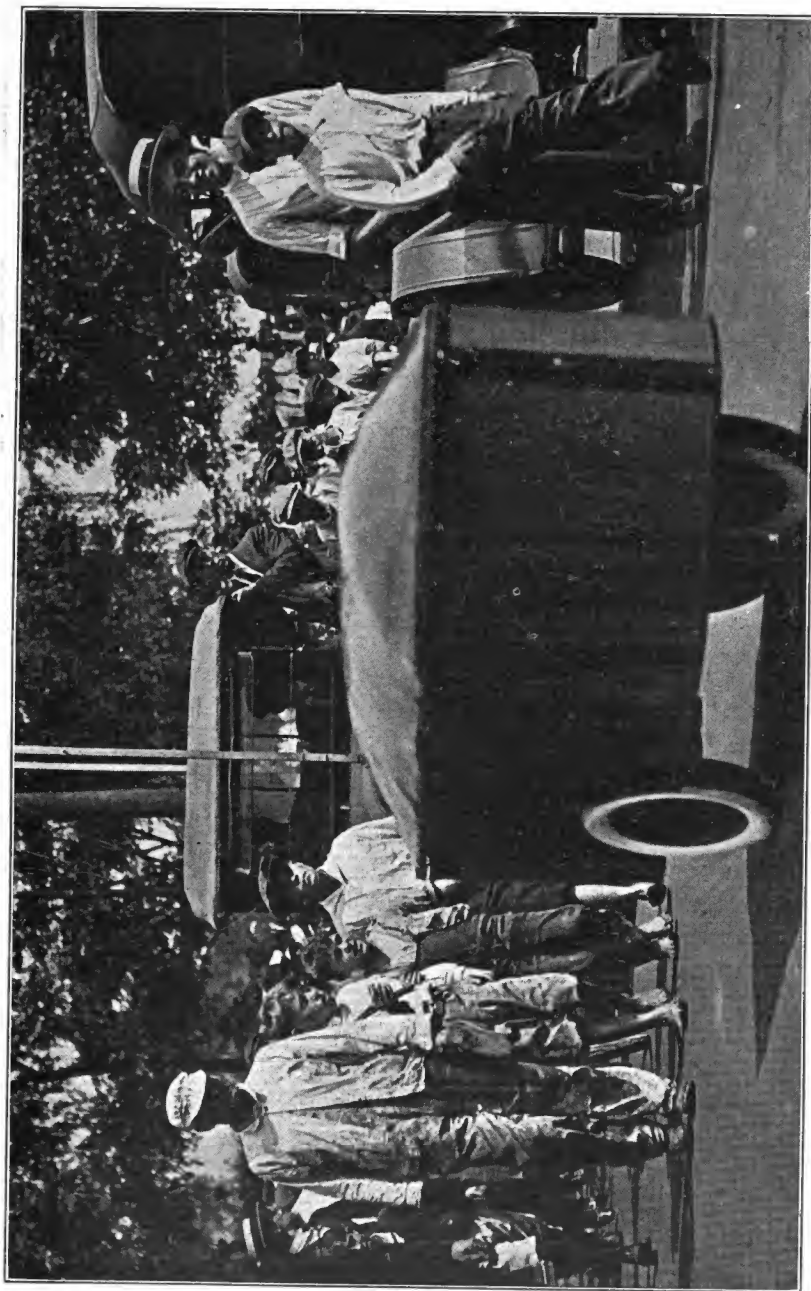
IT WAS A Q. S. T!

Now Mary heard a little "ham,"
Who spoke to her by radio,
And told her how he'd love to see
The dainty little lady-o.

So Mary very soon arranged
A date by wireless phone-e-o,
And fixed the time and place where she
Would meet him all alone-e-o.

But Mary's message brought delight
To half-a-dozen home-e-os;
And Mary met, not ONE, that night,
But HALF-A-DOZEN Romeos!

(*Canadian Wireless*)



A RADIO CONTROLLED CAR

DIARY OF A HAM

By Anticap

June 2nd, 192—. Bill took me up to his house last nite and showed me his wireless set and believe me its some junk. He's got gear all over the place so's he cant get out of bed without tying himself in a not. The room's fixed up with pictures of noted sientists, some with bald heads and whiskers and some with fat heads and no whiskers. "There," he said, pointing to a gang of bolsheviks drawn up outside a barn, like they're waiting to be shot, "that's Einstine!" I said "Is that so?—I hear you Ma, calling us down to supper." Bill said persunelly he never worried much about eating when he got interested in sience and did I know who Einstine was? I said well persunelly I never missed a meal not even for a ball game, let alone sience, and I thought I'd seen the gink's name on a piece of music. Bill looked sort of disappointed at me and said Einstine discovered something about his relatives. I said good luck to him anyway, and when do we eat? Bill's Ma came up then, just in time to relieve a somewhat tence moment. "Come down now, you young geniasses," she said, "William will have lots of time to show you everything after supper." Mrs. Walker has more brains than Bill by a barrel-full, I thought, as I led the way downstairs and entered the banquitting room. Bill gave me plenty of opportunity to tackle the kullinery exhibits while he talked about stattic and a whole lot of other minerals I'd never heard of, and his Ma kept saying "Isn't it wonderful?—Really, I think the end of the world's coming," and things like that. Bill tried to spoil the meal by telling me my pie was full of mollikules. I said everything's adultered these days, anyway, and although the pie did taste a bit funny I'd have a little more sugar to kammerflarge it. Mrs. W. said "DEAR ME," just like that. Bill said let's hurry up and lissen for some signals, so I gave a slice of cake the reluctant go-by and beat it back to Bill's room.

(Canadian Wireless)

AUSTRALIA

A wireless telegraph receiving station, fitted with apparatus capable of receiving messages over a distance of 12,500 miles, has been erected at the Observatory at Perth, Western Australia. The number of radio stations operated and controlled in the Commonwealth was stated by the Minister of Defense recently to be twenty, exclusive of three naval stations.

ECUADOR

THE FRENCH CONTROL WIRE AND RADIO SYSTEM

The Compagnie General de T. S. F. of France, has concluded a contract for a period of thirty years with the Government of Ecuador for the working of the telephones, telegraphs and wireless service in that country. The Government of Ecuador will pay the company an annual subsidy of 430,000 sucres (about 1,200,000 fr.), which will be increased in the event of any extension of the system. The company will deduct from the gross receipts the sums necessary for the working of the lines, for the payment of interest on the capital invested in the concern, and for the sinking fund. The State will have a share in the net profits. The telephonic apparatus will be automatic and constructed on a system which has been perfected by French experts. The telegraphic and wireless apparatus will also be on French models. The engineer who is in charge of the enterprise in Ecuador, considers that it will be possible to find in the country itself almost the whole of the necessary staff, as there are a number of excellent engineers in the Republic.

OCEAN SECRETS

NOTWITHSTANDING modern inventions, which have added materially to the science of navigation, the many new facilities for safety of life at sea, including ability to keep in touch with shore and other vessels by radio, no less than fourteen ships were recorded by underwriters to have been lost at sea through unknown causes during the year 1920. It is significant that of this total, ten were steamships and only four were sailing vessels.

In spite of everything that man has accomplished to date, the sea continues to envelop many of her tragedies in mystery.

A total of 277 vessels have been reported lost during the last year. There were 1,788 collisions which sent down thirty ships. An equal number were destroyed by fire and explosion, while grounding claimed the greatest toll of 109 vessels.

The element of mystery regarding those ships which are recorded lost through unknown causes compels conjecture. Perhaps a stray floating mine, broken away during the war, has been run down during the dark hours of night. An unseen iceberg, or hidden derelict may have torn the bottom out of another. Two vessels may have collided with such impact as to rip the vitals out of each or caused boiler explosions of immediate destructive force. Combustible or explosive cargo could have accounted for other accidents by spontaneous combustion.

Out in the vast stretches of the Atlantic or Pacific oceans there may have occurred sudden seismic tidal waves large and sweeping enough to engulf the finest vessel afloat. There are hundreds of possibilities, and when we review only a few of them realization of the limitations of man before the forces of nature become strikingly apparent.

DECIDE AND DO!

The easiest thing in a world of things
Is to sit and wait until somebody brings
Complete instructions on what to do,
And how to do it, and when, to you.

It's easy then, to go straight ahead
And follow the facts just as "somebody said."
If they come out wrong and your work's in vain,
Why, that's for somebody else to explain!

Yes, it's easy to sidestep and pass the buck,
But the fellow who does it is out of luck;
Since the big success always seeks the man
Who can *plan* his work and *work* his plan.

The power of the man whom this world consults
Is based upon this: that *he gets results*:
If you'd follow his footsteps, you—yes, YOU!—
Must learn to DECIDE and decide to DO.

C. Henry

The above verses are especially commended to shift engineers. In their work the ability to decide and do counts for a great deal in the elimination of traffic delays.

THE INVENTOR OF WIRELESS

TO THE EDITOR OF THE FINANCIAL NEWS:

Sir: I fear that the recollections of "Midas" in your issue of the 20th inst. regarding the invention of wireless telegraphy would not be accepted by everyone as strictly accurate. Few matters of fact seem to have excited so much diversity of opinion. In France the majority of people are firmly convinced that wireless telegraphy is a product of French genius as exemplified in Dr. Branly. In England "Midas" thinks the invention should be credited to Sir Oliver Lodge and Sir William Preece. In Russia I daresay partisans of M. Popoff could be found. In Italy, I believe that almost unanimously the decision would be in favor of my being the inventor, and I have reason to think that in the United States there is what

"Midas" might consider a regrettable tendency to follow Italian opinion. In Sweden, however, which may be considered a neutral country, since no Swede has as yet laid claim to be the inventor of wireless telegraphy, the Nobel Prize Committee, which gives its decisions on the strength of an international vote, unfortunately ignored the claims of Sir Oliver Lodge and of many others and made their award in 1909 to me and to Professor Braun, of Strasburg. Perhaps "Midas" has never heard of the latter gentleman.

"Midas" is also rather at sea when he states that the first instrument for dispatching messages was exhibited by me at Dover Town Hall. This took place in August, 1899, and over a year before, in July, 1898, I reported the Kingstown Regattas by wireless from Dublin Bay to the *Dublin Express*. And before that wireless messages had passed between Osborne and the Royal yacht, and before that again between warships of the Italian Navy. Yours, &c.,

G. Marconi.

Marconi House, Strand, W. C. 2, July 22.

IMPRESSIONS OF MEXICO

By George W. Hayes

ON January 25th of this year our party, consisting of a Mexican friend, Mr. H. H. Adams of the General Electric Company and myself, left New York enroute for Mexico City. After traveling five days we reached Laredo, Texas, one of the border towns through which most of the traffic passes. Crossing the International Bridge into Neuva Laredo, Mexico, and being passed through the usual Custom inspection, we had what was for me a first experience—a meal in a Mexican railroad restaurant. Accustomed to the excellent service in most American railroad restaurants, it was somewhat of a shock to find a room with an earthen floor, without tables or chairs, and only a counter in one corner, around which several hundred people crowded, calling loudly for all sorts of—to me—curious dishes. Two distracted looking Chinese served as best they could, and though hungry enough to have dined more elaborately, we felt ourselves fortunate in securing some sandwiches.

The peaceful enjoyment of our spoils was interrupted by the money changers, who endeavor to find out the amount of American money one has, and when successful, bid against one another on the rate of exchange. After much wrangle I finally received what was said to be the correct amount in Mexican gold, there being no paper money in circulation. Not being familiar with the Mexican money, I was not at all sur-

that I had what was due me until I counted the contents of my purse many times.

Bidding goodbye to the American railroad representative who had accompanied us across the bridge we returned to the Pullman and were soon on our way south. The train proceeded slowly, with curtains drawn and the cars poorly lighted. This was necessary, so we were told, to avoid the lighted windows being used as targets for stones and other missiles, a little diversion sometimes enjoyed by the mischievous element in that part of the country.

Among the men in the smoking compartment was a kodak enthusiast, who said he was planning to rise early the next morning to kodak tropical country. He had visions of palm trees and the luxuriance of the semi-tropics. Mr. Adams informed him that he would have to be content for a time longer with flat sandy country and occasional patches of scrub cactus. This was disillusioning for me also. I had had similar visions but had not given them expression. The next morning we found Mr. Adams' description to be absolutely correct.

The distance from Nueva Laredo to Mexico City is 802 miles. There are 171 railroad stations, and we stopped at all of them. In some cases there are but five or six houses at a station, usually occupied by railroad employees. Very often the station destroyed by the revolutionists has never been rebuilt. In the larger towns we found the stations in fair condition.

When a train stops at a station it is quickly surrounded by men, women and children coming from all directions. They endeavor to sell their wares consisting of food, basketry, fancy work and wearing apparel. The condition of some of them, particularly the children, is pitiful. They are poorly nourished and lack clothing. In many cases they follow the train as far as possible, hoping that the passengers will throw away something they can use.

Traveling two nights and one day, we arrived at Mexico City and registered at the Regis Hotel, that being most popular with Americans. Our trunks were carried from the station by the Cargadors, who carry all loads on their backs. We found the rooms to be of average size, all opening on the patio. They are not heated. This one does not miss during the day, but in the evening it is often very cold. Most of the rooms have connecting bathrooms. There is a Russian and Turkish bath connected with the hotel. In the restaurant both American and Mexican dishes are served.

Mexico City, the capital of the Federal District and of the Republic, is nearly 7,500 feet above sea level, the nearest point

of which is about 260 miles distant on the east. It has a population of approximately one million. It is a beautiful city, situated on a plateau of 1,400 square miles, surrounded by mountains and including five lakes. Many of the mountains are thought to be extinct volcanoes.

Before going into a description of the city, I want to say that this visit to Mexico was a great pleasure to me. Years ago I read Prescott's *Conquest of Mexico* and, as perhaps many of you have found it most interesting. The opportunity to compare the present city with all that I had read of its earlier history was gratifying. For comparative purposes you may be interested in reviewing a few of the salient points of interest in this, perhaps the oldest city on the American continent, its authentic history dating back to the twelfth century.

Mexico City is built on the site of the Aztec city of Tenochtitlan, settled in 1325, the capital of the Aztec Confederacy. The center of the city was the great Teocali, in the form of a pyramid, divided into five stories, the top surmounted by two towers rising three stories. These were the sanctuaries devoted to the Gods of the Aztecs. Here most of the religious and sacrificial ceremonies, particularly those of the War God, were celebrated. This temple with the other buildings was so completely destroyed by the Spaniards after the conquest that hardly a vestige remains. The Cathedral Mother Church of New Spain, as the Spaniards called Mexico, was built on the site of the Pagan Temple, its foundations laid with the broken idols.

There is every evidence that the ancient city was very much larger than the city of today. Aside from the statements of contemporary writers, this is proven by the ruins still being unearthed in the suburbs many miles from the city. Writers at the time of the conquest give the number of houses at from sixty to one hundred thousand. The poorer houses were built of reeds and mud, but the majority were of stone. The mansions of those of high degree were on a scale of almost barbaric grandeur. While mostly of one story, never more than two, they covered large plots of ground: always built around a center court that often contained a fountain, intervening gardens displaying in profusion the wonderful variety of flowers still found in Mexico.

The palace of Montezuma, emperor of the Aztecs, at the time of the arrival of Cortes, comprised a number of buildings besides wonderful gardens. The walls of the numerous living apartments were covered with cotton tapestries, the roofs made of carved scented wood held together without nails. There were baths and a profusion of gold and silver orna-

ments and utensils. Montezuma never wore his garments a second time, nor did he ever eat from dishes more than once. No matter what the position or wealth of his people, before entering his presence they had to don coarse sack-like garments in order to emphasize the humility with which they approached their emperor. No potentate of the East ever exacted greater homage than this ruler on the American continent. Some of the buildings were used to house birds, wild animals, reptiles and his collection of human monstrosities.

(To be continued)

WEDDING BELLS

At Santa Rosa, Cal., August 11th, Ozella Bostick, of San Rafael, to Ennie H. Martinelli, of the Radio staff at Marshall, Cal.

At Marion, Mass., September 12, Myra Tandy, of Marion, to G. L. Usselman, Engineer-in-Charge at N. Y. Radio Central.

BORN

BOUCHERON—At Rutherford, N. J., September 11th, Pierre Boucheron, Jr. Papa is Advertising and Publicity Manager, Radio Corporation.

EASTERN DIVISION

NEW YORK

HENRY G. RITZ and Ernest F. Wevill are now attached to the *Santa Teresa*, having transferred to that ship when the *Santa Anna* laid up on September 7.

M. G. B. Rabbitts, former operator at WNY station, took out the *Empire Arrow* which is now en route to Manila and Hong Kong. David Liberthson went as junior.

Raymond S. Henery, who was relieved from the *George Washington* when that famous ship was transferred to another radio control, sailed for the Far East on the *San Francisco*.

W. W. Redfern is back in the service and has resumed his old post as senior on the *Munamar*, relieving Paul G. Bergin who went as senior on the *Zulia*. The *Zulia* has been laid up for repairs at Philadelphia, and F. L. Velton with G. H. Bradley went there and brought her to New York. Bradley is remaining on the vessel as junior. J. W. Bayne remains junior on the *Munamar*.

Anderson Offutt is staying off the *Porto Rico* for two trips to enjoy a vacation with his mother in Maryland. J. C. Vergne is taking his place while he is away. L. C. Ainley is still in charge.

Henry Samara transferred to the *Lake El Rio*, taking Michael Beckerman's place. Beckerman took Samara's place on the *Lake Farriston*. A change in runs of the vessels, as well as of captains, brought about the exchange of operators.

F. A. Almquist is now on the *Munsomo*, running to Cuban ports.

J. D. Kilpatrick, after spending about a year and a half on the *San Francisco*, transferred to the *Argon* and is now on his way to Mediterranean ports.

Jacob Herrlich, a brother of Harry, the famed keeper of the M. R. I. storeroom, signed on the *Philadelphia* as junior on his maiden trip to sea. Every time Harry gives out material to operators now he enquires if they heard the *Philadelphia*, what they heard and how the operating was. P. J. Donohue is senior on that vessel.

Robert K. Pence, after long service on the *Invincible*, has resigned from the service to accept a radio position in South America.

Lester Marholz, a former Great Lakes man, is now junior on the *Maracaibo* with W. A. R. Brown. They took the places of E. Ross and J. L. Gray.

Harvey H. Long checked off the *Munsomo* and is now on the Gulf division steamer *William Green*.

M. O. Smith, late of the *George Washington*, is en route to Danzig on the *Gdansk*. W. H. Barry is junior. Smith relieved P. Petlicki, who is taking a vacation.

BOSTON

MR. AND MRS. E. O. BROWN, of Gloucester, Mass., announce the marriage of their daughter, Dorothy Hazel, to Walter J. Swett. Mr. and Mrs. Swett have our very best wishes for a long, happy journey through life.

Born to Mr. and Mrs. Herbert A. Wells, a son, Herbert A., junior, on August 31st, at Boston. Herbert senior is happily passing the smokes around.

B. P. Sloane returned from a five months' trip on the *West Jaffrey*, and while ashore is digging into amateur radio with more enthusiasm than a regular ham.

Harold Whipple has sailed with the *George W. Barnes*. Our constructors will breathe easier with that motor generator in service again.

Howard B. Upham is on the *City of Rockland* busily engaged as radio operator, assistant purser and checker.

Carl Jones has returned to the *Newton*, and Kenneth Bridgham is waiting a more comfortable assignment.

The *Vesta* laid up and L. B. Thomas says he cares not

where his next assignment takes him, provided he is able to keep going.

Henry Horovitz resigned to accept a position in Porto Rico.

BALTIMORE DISTRICT

ACCORDING to local newspaper reports twenty tank steamers of the Standard Oil Company will shortly be placed out of commission at this port. An advance guard of four has already been placed out.

The Garland Line steamers *Norlina* and *Carolinian* have again been laid up after one trip to Europe.

Hubbard McCauley, after one trip to Cuba on the *Cubore*, informs us that his vessel vibrates so much when receiving that a T sounds like an H.

Inspector Smith installed a complete audion outfit on the *Coelleda* of the Shipping Board.

We now have thirty-four vessels laid up at Baltimore in addition to the aforementioned but Dame Rumor informs us these will all be busy before Christmas. We hope so.

GULF DIVISION

NEW ORLEANS

VESSEL No. 13 built for the U. S. Steel Products Company at Chickasaw, Mobile, Ala., has been named *Knoxville City*. This new vessel is now en route to ports in the Far East with the radio in charge of R. M. Watson.

Our old friend Robert W. Haynes, who for about five years before the Government took over the Galveston Radio Station held down the second trick job, is again back with us and is now out on the *William H. Doheny*.

Arthur Esner has cast his lot with the R. C. A. on the *George G. Henry*.

L. P. Williams, who has held down about twelve jobs within the past six months, due to vessels being laid up has finally gotten a permanent job on the *Edward L. Doheny, Jr.*

Rex G. Bettis, late of the *Fairfield City*, is now in the oil trade on the *W. C. Teagle* of the Eastern division, having relieved I. G. Berman, who for some reason was anxious to get back to the little burg situated at the confluence of the Hudson and East Rivers.

W. J. Taylor, after laying up with the *William Isom* at New York, has been assigned to the *Oscar D. Bennett* at New Orleans.

V. V. Roe, with the temporary laying up of the *Tamesi* at Galveston, has been given the opportunity to enjoy the wonderful surf bathing at the Island City.

Our old friend, S. H. Wheeler, who has been with us continually since the middle of 1914, is now with the Eastern division on the Shipping Board steamer *Bethnor*, having relieved Chester Green.

T. A. Church has relieved R. W. Haynes on the *Mexicano*.

Robert Cleghorn, one time District Manager at Port Arthur, is now on the molasses tanker *Dulcino*, his last vessel, the *Hancock County*, having been laid up.

Frank E. Reeves has transferred from the *Coulee* to the *Sunshine* in order to get back to his home in the Northern City, which was made famous by a certain brand of beans.

C. A. Astleford, after a long sojourn in the tropics on the little Norwegian steamer *Viking*, is now tramping between Mobile and West Indian ports on the *Munisla*.

J. B. Jackson, late of the *Lordship Manor*, is now recuperating in the Marine Hospital at New Orleans.

R. F. Bloom has transferred from the *Paul H. Harwood* of this division to the *O. T. Waring* of the Eastern division, relieving S. C. Whitney.

Havana must be pretty darn interesting these days otherwise, *perhaps*, our correspondent from that district wouldn't have overlooked sending in his notes for this issue. Leave it alone, J. E. B., and let us have your contributions.

As a rule, our trusty storeroom keeper gives us but very little trouble in connection with requisitions; however, the following one was passed on to us by our Coffin (in this case it is the name of a man and not something customarily used in disposing of us poor mortals):

"50 Sheets R. P. Voucher

1 Word Rate Sheet—must make out R. P. Voucher to Capt. _____ for R. P. telegram for _____ 10 words

1 Box paper clips

1 Pad Station Report—Form No. 47

1 Calendar

1 Blotter

What is minimum rate for telegrams? less than 1.00?

What is ship rate, four or eight cents?

Mucilage

Pencils

How about S. R. S. numbers?

Thumb tacks

1 Bottle ink

Position reports—what shall I do with 'em?"

GREAT LAKES DIVISION

CLEVELAND

AS the month of September winds up the summer's heavy passenger traffic, the Great Lakes cruise steamers have, with few exceptions, been docked at the wharves for their winter lay-up. The beginning of the fall term at most of our colleges, during the past month, has called a number of our short season operators back to their studies. Fewer ships in commission and fewer operators tickling the ether means a gradual dropping off of message traffic.

Vacations have been the order of the day and though our limited force feels that duty comes before pleasure, a little shifting and doubling up on work enabled everybody to enjoy a week or two away from the every-day hum-drum of office routine. The first day after the return to their desks from the period of relaxation, the ex-vacationists could be seen occasionally day dreaming; picturing once again the billowy sweep of the lake or the quietude of that wooded grove where, for the past week or so they had hibernated. Their thought though unvoiced, could be simmered down to but a few words: "What a crool, crool wuruld it is that makes us return to this!"

C. E. Mowry has relieved Leroy Bremmer as Purser-Operator on the *Ashtabula*; Bremmer having been transferred to the *Harvey H. Brown*.

C. S. Levin is now on the *Arizona*, running out of Lake Michigan ports.

Donald Booth has taken out the *M. A. Bradley*, a one man ship.

A. Freitag's return from a short leave of absence necessitated transferring N. S. Walker from Freitag's home, the *White*, to the *Fayette Brown*. The *Fayette* is a permanent assignment for Walker, the first he has had this season, though he has been employed continually as a relief operator, having missed but very few days since he started during the early spring.

Roy De Meritt has layed up the *Christopher Columbus* for the season while Frederic B. Schramm has put the *City of Detroit II* in her winter quarters. Schramm is now playing heads up with a course of electrical engineering at the Case School of Applied Science.

A. F. Marthens can be located any day aboard the *E. J. Earling*.

William A. Robinson was recently assigned to the *Huron* while Carl Eisenhauer is permanently located aboard the *Wyandotte*.

Frank E. Golder has relieved W. R. Williams on the *Chas. O. Jenkins*; Williams having requested a short leave, preparatory to taking an examination for renewal of license. THAT TWENTY-FIVE PER MINUTE HAS ALL BUT THE OLD TIMERS GUESSING.

J. E. Lind and Chas. F. Nehlsen have successfully layed up the *Juniata* as senior and junior, respectively.

Chas. C. Hines, an old time Morse man, has relieved H. U. Bigalow on the *Westland*; Bigalow having returned to college.

F. A. Burrows and L. O. Gorder are holding down the senior and junior berths on the *Manitou*, plying the Lake Michigan trade.

Walter C. Evans and Ernest A. Klein have put the *North American* alongside the dock for the balance of the season.

David S. Little and Wilson E. Weckel, senior and junior, respectively, have tied up the *Octorara* after a very successful season.

Chas. E. Heffelman of the *State of Ohio* has returned to his studies at the Denver College of Mines, having been relieved by David Stein. Stein just recently layed up his vessel at Cleveland and is on the books for further assignment.

William V. Woodward is now attached to the *Puritan*.

Marcus Limb recently breezed in at Cleveland after laying up the *Theodore Roosevelt*. She must be a good job, as he has already filed his 1922 application asking for re-assignment to the *Teddy*.

Ernest Brelsford, John H. Mitchell and Irving Lindow have just anchored the *Seandbee* after having completed her summer schedule and an exclusive special trip up the Lakes. Chief Brelsford and his two assistants handled plenty of paid biz on that special trip.

Willard J. Ferris has been given an indefinite leave of absence to further his studies along the lines of least resistance. Ferris expects to have an E. E. degree tacked on he end of his John Hancock inside of a year or so. While aboard the *Sir Thos. Shaughnessy*, Ferris performed some very meritorious radio work and the boys will miss him.

Geo. W. Halberg and Dwight A. Myers, senior and junior, respectively, have tied up the *South American* for the season.

Clarence Hiester and Dewey D. Emery brought the good ship *Tionesta* into Buffalo on her last trip of the season. Hiester has had a conglomeration of ill-luck this season as three of the ships that he was assigned to, prior to going aboard the *Tionesta*, were layed up for lack of business while he was on the way to join them.

H. P. Davis recently spent a week aboard the *Western States* as relief.

C. D. Peck has layed up the *Iroquois*, a one man ship.

Frank J. Hammeral, a new man in the service, is now attached to the *Chas. Hutchinson*.

Constructor Leonard has been kept busily engaged removing equipment from vessels placed in their winter quarters.

PACIFIC DIVISION

SAN FRANCISCO

THE plant entertained one day recently with a noon get-together meeting in the basement cafeteria, and all agree that the half hour was profitably and agreeably spent. We regret, however, the lack of chivalry which prompted the male portion to allow the girls to furnish their own lunches, or rather their own community lunch. Mrs. Halloway was the chaperon. One of those nice, motherly kind and the members of her flock were model young ladies. Miss Heyworth included, even if she did try to carry off our portable milliammeter for a vanity case. Miss Davis had paid us a visit before, so she understands our failings. Miss Wolff was initiated into the mysteries of wireless and hopes that we will extend the invitations often. We hope that no one will blame the petty cash account for the nice new coffee mugs which were picked up for the occasion. The District Manager always has a white (?) collar and wears his coat, but not so with Johnstone and Gerber, and it was some hardship. Colbert didn't mind, but he likes his meals on time. McCarthy and King were across the bay, so they lost out.

Installer King rounded up another one and a half KW English Marconi set and laid it out on the after end of the tanker *Ampullaria*. This makes the third installation we have handled for the M. I. M. C. Co. Operator A. O. Sullivan was sent out from England to take charge of the outfit.

The *Santa Cruz* was given the once over when she came off the mud flats and went into commission for W. R. Grace & Co. on the South American run. The old 240 cycle set still delivers the goods and Otis Hill and Thad Rose will endeavor to keep up to the old standard of achievements.

Shipping out of San Francisco seems to be resuming a normal basis or a basis which can be considered somewhat better than might be expected under the general conditions of unemployment and business depression. The oil tankers, however, have not been holding their own and a great many are laid up. The U. S. S. B. also have a bunch of ships on the flats, but this condition is to be expected in view of the fact that a change is being made from wartime activity to the es-

tablishment of a firmly based merchant marine, which is a new venture for this country.

We still have a long waiting list of applicants, fifty-three, to be exact, and very few changes are being made in the personnel. The majority of the boys who sailed during the recent controversy have proven that they are well able to fill the places assigned them, and as a matter of fact several have done much better than those they replaced.

The new Radio Corporation shipboard signs are very neat and we take a pleasure in placing them on board the vessels.

E. O. Carlson of the *W. S. Miller* has been transferred to the *D. G. Scofield* after five weeks of chipping paint work while the *Miller* lay in the Alameda ship yards.

V. H. Bernett, from our school, is getting on to the game aboard the *Admiral Evans* with George Knudsen's supervision. If he doesn't make good we can always blame George, but little fear is entertained as Bernett is very anxious.

John Swank, another of our graduates, is on the *President* with an old timer, William J. Erich, and we are convinced that Swank will come out with flying colors.

PORTLAND

H. J. SCOTT, has resigned his position on the *Pawlet* in order to return to college. This position is now being occupied by E. L. Brunk.

Ernest Helvogt, of *West Nomentum* is spending a few days vacation at his home, Hillsboro, Oregon, while his vessel is undergoing minor repairs at San Francisco.

C. E. Soderstrom, an old timer from the Great Lakes, and on *M. S. Charley Watson* at present, called at Portland a few days ago. Away back, in the days when we had no radio laws and Regulations, Soderstrom assisted Fred Boseker in holding down the land station job at Grand Haven, Michigan. His home at that time was in Grand Rapids. After many favorable remarks on the excellent treatment he has received in the Pacific division, he expressed the desire, to some day, go back to the old stamping ground.

The following operators have been blessed with the privilege of visiting a real town, see a real country and enjoy real climate during the past month: G. E. Knudson and Thos. E. Rowe, S. S. *Admiral Evans*; D. V. Millard, S. S. *Effingham*; R. L. Raynal and G. Gibbons, S. S. *Curacao*; V. Carrol, S. S. *West Nilus*; V. J. Bird and J. M. Rush, S. S. *Senator*; R. E. Whitcomb, S. S. *Springfield*; E. J. Stockheim, S. S. *Steel Mariner*; Otis Hill, S. S. *Santa Cruz*; E. H. Robertson, S. S. *Las*

Vegas; B. C. Springer, S. S. West Camak; R. W. Baker, S. S. Willsolo.

SEATTLE

AFTER being laid up for almost a year, the *Westward Ho* sailed for Europe, with V. Costner in charge. We put so many various supplies on board that we nearly used up the alphabet in making our weekly report.

Arthur Johnson has transferred from the *West Ivan* to the *West Jessup*. The former vessel is being laid up for repairs and the *West Jessup* is taking her place.

Neil Rose liked the *Wheatland Montana* so well on his first trip to the Orient that he has decided to postpone his college career and make a few more trips.

I. Syverstad, an ex-service man who was wounded in the Argonne, completed a radio course under the direction of the Federal Vocational Board, and was assigned to the *Admiral Rodman* as junior.

Herbert Hill is taking a well earned vacation from the *Admiral Watson* for one trip.

H. W. Barker, in charge of the shop here, enjoyed a week's vacation at his mother's home in the country. He will take another week later on.

PORT OF LOS ANGELES

R. J. SHARP was recently assigned to the Union Oil tanker *Montebello*. The call for an operator came at three o'clock and at five, Sharp was on the job, minus a hat and collar, which he had forgotten in his hurry to reach the *Montebello* in time for sailing.

The *Cabrillo* was chartered for two days last week by a contingent of colored folks and made the trip to San Diego with about four hundred of Los Angeles most influential and indescribable citizens of ebony hue.

The cruise was said to have been a great success and all went well with the exception of a few moments when the fans stopped running, during which time the radio man crawled up to the hurricane deck until repairs were made.

It is said that a large sum of money will be expended by the Union Pacific Railroad Company in improvements at East San Pedro, just across the bay from our office and rumor has it that this work will begin soon. Such being the case, the east side of the bay will be the business center of his port and offer docking facilities for vessels of large tonnage.

(The editor apologizes to Mr. Bleakney for an error in August issue which caused him to masquerade as Mr. Dent.)

RADIO CORPORATION OF AMERICA

COMMERCIAL DEPARTMENT MARINE DIVISION

G. Harold Porter,
General Superintendent
John B. Duffy,
Superintendent Eastern Division, 326
Broadway, N. Y.
Arthur A. Isbell,
General Supt., Pacific Div., Insurance
Exchange Building, San Francisco
Lawrence A. Malarin,
Marine Superintendent, San Francisco
George W. Nicholls,
Dist. Supt., 136 Federal St., Boston
James M. Sawyer,
Supt., Maintenance, Repair and In-
spection, 326 Broadway, N. Y.
Lee L. Manley,
Assistant Superintendent
Julius A. Pohl,
Supt., Gulf Division, 1001-3 Canal-
Commercial Bldg., New Orleans
Edwin A. Nicholas,
Superintendent Great Lakes Division,
1599 St. Clair Ave., Cleveland

SALES DIVISION

E. E. Bucher,
Commercial Engineer
George W. Hayes,
Traveling Representative
Pierre H. Boucheron,
Advertising and Publicity Manager

TRAFFIC DEPARTMENT

W. A. Winterbottom,
Traffic Manager
John B. Rostron,
Asst. Traffic Mgr. (Trans-Oceanic)
T. M. Stevens,
Asst. Traffic Manager (Marine)
H. Chadwick,
Superintendent, 68 Broad St., N. Y.
C. J. Weaver,
Assistant Supt., 68 Broad St., N. Y.
W. E. Wood,
Superintendent, Chatham, Mass.
G. E. Baxter,
Supt., 300 California St., San
Francisco
F. M. Roy,
Superintendent, Marshall, Cal.
H. A. Oxenham,
Superintendent, Koko Head, T. H.
W. P. S. Hawk,
Superintendent, Honolulu

COMPTROLLER'S DEPARTMENT

C. J. Ross,
Comptroller
H. A. Sullivan,
Auditor of Disbursements
Alexander Nicol,
Auditor of Receipts

ENGINEERING DEPARTMENT

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NOVEMBER, 1921

VOLUME 2

AT
233 BROADWAY, N. Y.

BY AND FOR
EMPLOYEES



RIVERHEAD RECEIVING STATION

RADIO CORPORATION OF AMERICA

233 BROADWAY

WOOLWORTH BUILDING

NEW YORK

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RIVERHEAD RECEIVING STATION

SITUATED in a beautiful grove of oaks, birches and pines, stands the already famous Riverhead Receiving Station, having as a background a picturesque lake, abundant in the growth of water lilies and I might add an occasional mosquito and a few rare species of snakes. The property, consisting of 23 acres, is located within walking distance of the Riverhead village, which bears the distinction of being not only the Suffolk County seat but one of the most beautiful villages on Long Island. This village nestles at the head of Peconic Bay and is on the main line of the Long Island Railroad, 85 miles from New York, and about 17 miles from Radio Central at Rocky Point. It has a population of about 3,500 and a much-patronized moving picture theatre where classical music is rendered by a blind musician of considerable repute. There are two rural hotels and a large number of commendable stores, court house and jail, not that the latter has any particular significance to radio even though it be a receiving station; I think the wave length is purely local within the confines of the county and the rectifiers in cells.

The receiving building is a low structure typical of the architecture associated with the pioneer settlers on Long Island. The exterior walls are treated with red cedar shingles exposed to the elements which are gradually turning a pleasing and harmonious silver brown color. The exterior trim, in contrast, is old ivory with green-framed insect screens to protect the occupants from the occasional mosquito aforementioned. The roof is of asbestos shingles in variegated shades of browns, reds and black.

As you enter the building from the grade level you ascend four steps on the inside of the building to the receiving apparatus room, which is 23 feet square, abundantly lighted and ventilated and pleasingly decorated. In this room are three racks accommodating the receiving apparatus herein-after described in detail, together with other interesting facts regarding the functioning of the station. From the receiving apparatus room to one side of the entrance is a well-appointed office for the engineer-in-charge. To the other side is a lavatory, which, in addition to the usual facilities, includes a tub and shower bath. To the rear of the building is a room set aside for experimental purposes. Ascending the stairs from the first floor to the attic you enter a large, well-lighted and ventilated room. In the basement are the dynamo, battery and boiler rooms and the water pumping equipment.

Adjacent to the building is an artesian well 6 inches in diameter and 80 feet deep, which gives an abundant supply of stimulating and palatable water, which on necessary occasions may also be used for fire protection purposes.

The landscape features have been laid out and the work of forming a circular driveway 50 feet in radius on the axis of the entrance to the building is now under way. The center portion is to be planted with shrubbery and flowers to further enhance the appearance of the station.

A two-car garage for the accommodation of the station automobiles is to be erected in conformity with the receiving building and located in suitable relation to the landscape layout.

The actual construction of the building was started May 3rd, 1921, and full commercial service with Carnarvon established two months later, on July 5th.

The antenna system consist of a wave antenna 25 feet high, extending nine miles in a southwesterly direction from the station, arranged for multiplex reception. The optimum wavelength for this particular antenna is approximately 13,500 meters, but any wavelengths in the 8,000 to 20,000 meter band can be handled without serious sacrifice in efficiency.

Four sets of receiving apparatus of the latest type and one of the immediately preceding type constitute the present receiving equipment of the station and a sixth set will soon be ready. These will enable Riverhead to receive from five European stations simultaneously and continuously, leaving one set in reserve.

Each set consists of one coupling tube unit (which serves to connect the set to the antenna in such a way that tuning operations on that set cannot possibly affect any of the other sets); primary tuner; coupler; secondary tuner; radio-frequency amplifier; rejector coupler; synchronous detector and audio-frequency amplifier. Heavy metal cases are used for shielding all units and their elements have been carefully designed and arranged so that it is possible to adjust and operate these sets on any wavelength within their range without mutual interference.

The receiving apparatus is installed in three tier sets of receiving shelves of attractive design and appearance; one complete receiver occupying each tier.

At the left-hand end of each set of shelves is the antenna panel containing the devices for transferring the signal energy from the long antenna to the receivers.

At the right-hand end of each set of shelves is the output panel on which are mounted the various switches for controlling battery supply to the receivers and generator input to the groups of storage cells directly beneath in the basement and a small pin jack type of switchboard for transferring the tone signals from the receivers to the primaries of the telephone type repeating coils at the line switchboard.

At the line switchboard, which is also of the pin jack type, the secondaries of the repeating coils are connected to the tone channels going to New York where the receiving operators are located.

Filament current at 8 volts for the receiving sets is supplied normally by triplicate low voltage D.C. generators, driven by 3-phase 60-cycle induction motors, with a number of four cell groups of 160 amp. hour, stationary type, lead storage cells floating in parallel on the 8-volt busses. Under such conditions the storage batteries serve to maintain a constant voltage on the filament busbars and will take over the load without interruption to service should the main A.C. power supply fail. Very heavy battery and inter-connecting leads have been used throughout to reduce circuit losses to a minimum and to permit switching sets on or off without appreciably disturbing filament current supply to the other sets.

230 and 115 volt D.C. supply for plate circuits, telegraph circuits and other purposes is derived from small three unit A.C. to D.C. motor generator sets located in the motor generator room in the basement.

All the motor generator sets are started and controlled from a five section switchboard at the rear of the receiving apparatus room.

WIRELESS FOR EVERYBODY

RADIO CORPORATION EXHIBITS A LEADING FEATURE OF RECENT ELECTRICAL SHOW

PERHAPS one of the most interesting and unique exhibitions of radio apparatus in recent years was that staged by the Radio Corporation of America at the Electrical Show which was held at the 71st Regiment Armory, New York, from September 28th to October 8th, 1921.

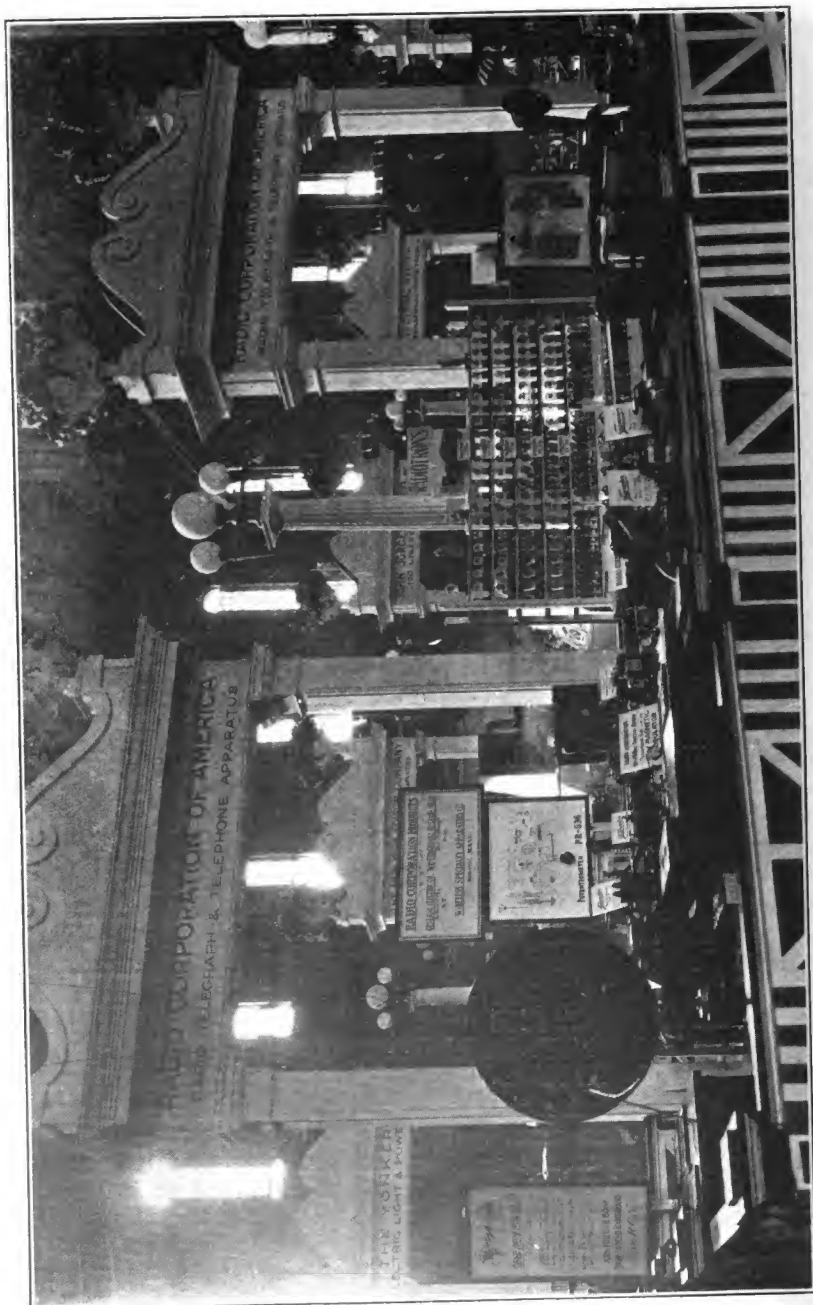
This organization exhibited leading factors connected with its three main activities, which are:

RADIO SALES

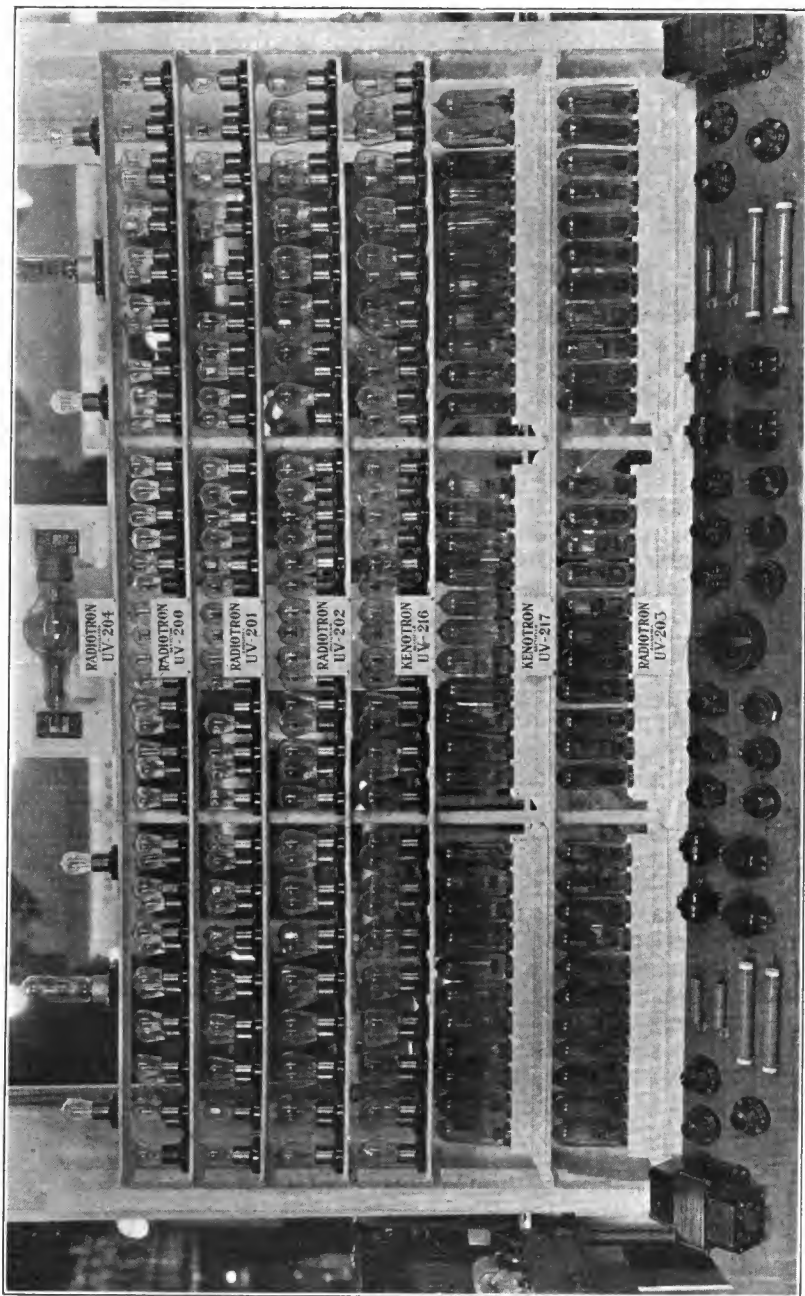
MARINE COMMUNICATION

TRANSOCEANIC COMMUNICATION

The most popular item was a complete display of the Radiotron and Kenotron Vacuum Tube series. These are the famous tubes which today permit radio telephony and radio telegraphy to such marked effectiveness by the amateurs of the United States. Indeed, while these bulbs look somewhat like an ordinary electric light, they are truly the wonder lamps of radio and are capable of performing more electrical features than any other given piece of electrical apparatus.



NEW YORK ELECTRICAL SHOW



OUR TUBE EXHIBIT

The vacuum tubes of this exhibit were divided into two classes: Radiotrons and Kenotrons. Radiotron type U.V. 200 is for amateur detection purposes; Radiotron U.V. 201 for amateur amplification purposes; Radiotron U.V. 202 is a 5-watt amateur transmitter tube; Radiotron U.V. 203 a 50-watt transmitter tube, and Radiotron U.V. 204 a 250-watt transmitter tube. The Kenotrons which are of the rectifier class are Kenotron U.V. 216 rating as a 20-watt rectifier tube and Kenotron U.V. 217 rating as a 150-watt rectifier tube.

Radiotron and Kenotron tubes are designed for practically every amateur and experimental purpose and in the brief year which they have been on the market have considerably helped to develop the amateur art to its present stage of effectiveness. Indeed, were it not for these vacuum tubes, it is doubtful whether radio telephony would have reached its high point of effectiveness in the broadcasting of news and music recently so popular throughout the United States.

AMATEUR APPARATUS—Not only did the Corporation have a complete line of C.W. apparatus, but several other high-grade units were on exhibition, notably the Westinghouse receiver units now in use throughout the country in many homes, in much the same manner as Victrolas and other popular appliances, as well as the Wireless Specialty high-grade apparatus especially suitable for the laboratories of colleges, universities and high schools. Faradon condensers of all types and for all radio purposes were also shown.

The accompanying illustration shows the vacuum tube exhibit which attracted considerable attention not only from the radio fans but from the general public as well. Numerous questions were asked by technicians and engineers concerning the characteristics of these tubes. From this it was evident that vacuum tube work for both receiving and transmitting was being taken up as a hobby by many professional and semi-professional men. Some humorous questions and remarks had to do with the amount of *light* the lamps gave forth rather than what was performed by that light; many inquirers being of the opinion that the filament burned intermittently in the rhythmic order of telegraph signals. It was hard to make the uninitiated understand that the action taking place within the vacuum tube while it is performing the duties of either the receiver or transmitter is a silent and unseen one.

Two amateur vacuum tube radio telephone and radio telegraph sets were installed on separate tables in diagrammatic form; in other words, so placed and wired that every connection could be plainly seen by having the connectors in various colors. In this manner, even the beginner could readily see at a glance how each instrument contributed to the

proper functioning of the entire circuit. To help, radio engineers were on hand to explain various functions of the set.

These two popular sets consisted of a 100-watt amateur C.W. radio telephone and telegraph set using two 50-watt Radiotrons and two 150-watt Kenotrons and employing the Corporation's new magnetic amplifier. This latter instrument is one of the most important inventions brought forth in the field of radio telephony during the past year and permits the amateur to have a thoroughly reliable means of modulating the antenna oscillations of any low power vacuum radio telephone set. The other and smaller set was a 10 to 20-watt radio telephone set employing four of the five watt Radiotron tubes.

COMMERCIAL APPARATUS—A complete vacuum tube transmitter unit of the commercial type attracted wide attention, particularly among the radio fraternity. This consisted of a 200-watt combined radio telephone and radio telegraph transmitter employing five 50-watt Radiotron power tubes. This set, which is a complete unit mounted in panel form, provides three different methods of radio transmission, viz.:

- (a) Radio Telephone Transmission
- (b) Interrupted Continuous Wave Telegraphy
- (c) Continuous Wave Telegraphy

This instrument is provided with readily changeable means of varying wavelengths from 300 to 2,000 meters and is designed for use at shore stations as well as on shipboard. In view of the great strides which vacuum tube transmission has accomplished recently, there is no doubt that similar and complete units to this one will find wide application in the immediate future.

A 2 K.W. marine transmitter built by the General Electric Company for the Radio Corporation of America for its marine equipment was also at the exhibition. This panel type transmitter incorporates the use of wavelengths from 200 to 800 meters and employs a synchronous rotary as well as a quenched spark, either method easily interchangeable by means of a hand control switch. This type of transmitter has proven very efficient and is the one that is being used at present on board the majority of American vessels.

CONCERTS BY RADIO—A complete radiophone receiving station equipped with amplifying and loud speaking devices was installed in the Corporation's booths and beginning at 8:30 every evening concerts were received by wireless which greatly delighted and pleased the large crowds assembled nearby. The concerts included singing by well-known stars, jazz bands and other musical novelties specially secured for the entertainment each evening. These concerts were trans-

mitted from a nearby wireless telephone station operated by the National Amateur Wireless Association which broadcasted this music within an approximate radius of 100 miles of New York City.

Another interesting phase of the Radio Corporation exhibits was the transoceanic or high power service which is now available to the New York business man. A representative of the Corporation explained the features of the "Via RCA" method of sending messages to Europe and explained by means of photographs and booklets the work of the various high power transmitting and receiving stations contributing to the success of World Wide Wireless.

Hundreds of amateur wireless operators within 300 miles of New York on land and sea "listened in" with other hundreds in the Armory while Miss Anna Case of the Metropolitan Opera Company sang two selections transmitted by wireless to the invisible audiences as a climax to the second day of the show. Miss Case sang "Ave Maria" and "Old Mother, My Love."

The arrangements for the exhibition and for its supervision were very ably handled by Mr. George W. Hayes, of the Sales division.

64 BROAD STREET, NEW YORK

WE sure are growing. MUU—LY—POZ—and maybe LCM NEXT. After that we'll take them as they come, and the more the merrier. POZ is the latest addition to the Broad Street family, and is now very much at home and on excellent speaking terms with big brother WQK. The family mansion is being enlarged to take care of additional arrivals, and we expect to demonstrate very conclusively that two or three, or half a dozen, can live as cheaply as one.

The work accomplished on POZ during the first week's operation at Broad Street called forth a commendatory message from Germany, and our Service and RQ departments are highly appreciative of the efficient manner in which he has co-operated with us.

The opening of the first transmitting unit at Rocky Point has proved of tremendous value, and has enabled us to furnish a vastly improved service. Reports from the other side as to its efficiency and power are highly encouraging, and we feel that at last trans-Atlantic radio is coming into its own. It is difficult to visualize the incalculable benefits that will accrue to our commercial and industrial interests as a result of the Radio Corporation's system of world-wide wireless,

and the day is not far distant when "Via RCA" will be synonymous with the acme of speed and accuracy. We have a firm foundation on which to build, and in proportion to the quality of our service *now* will be our reward in the years to come.

We are engaged in an enterprise which is young, vigorous and full of promise, and it should be the especial pride of every RCA employee to build solidly and firmly for the future, so that when the structure is finally completed and has become a towering landmark in the city of Success, he or she will be able to look back and justly claim a generous proportion of the credit. It is only by team-work of the most conscientious kind that our service can be built up to such a point, but it can be done, and we at Broad Street are determined to do our utmost to achieve the desired end.

Congratulations to Mr. G. C. Otten on his excellent performance in the recent speed competition at the Electrical Show. He proved to be a real dark horse.

WEDDING BELLS—On October 6th, Eddie Sheehy and Miss Lucille Florentine were joined in the bonds of matrimony. A reception at the Hotel St. George was largely attended by friends and relatives of the bride and groom, and it is rumored that the punch was the real thing. Nobody will confirm this, however.

On October 7th, Carl Henderson went bravely to his doom in Philadelphia, his last recorded words being "I do." Carl would never let us read his letters, so that beyond the fact that her name is Frieda, we know little. However, our congratulations are none the less sincere, and we hope before long to make the acquaintance of the charming brides. Both couples sailed for Bermuda on October 8th for the honeymoon, and we wish them every prosperity and happiness.



NAN, 3-YEAR-OLD DAUGHTER
OF ASST. TRAFFIC MANAGER ROSTRON

N. Y. RADIO CENTRAL

ZOWIE! Schaefer's got his anchor out!

On the evening of September 30th, Radio Central Staff met together for an interest in common—our stomachs. After invocation by our Chief we proceed thusly: Harry Sparks, president and buyer; George Schaefer, treasurer, and Will Snyder, house manager. At present writing we are nine days old and have our eyes open. We miss nothing and the grub is great. *Some cook.*

Our organization's name, Radio Central Aerial Club, is already deeply seated in the annals of Rocky Point and surrounding territory, and in due respect to our lady members, Mesdames Usselman, Franklin and Leavitt, we have added a suffrage plank to our Constitution and By-laws.

Over the Dinner Table: Cast of Characters—Napkin Nos. 2, 6, 7, 8 and 9. No. 8 to No. 9 "Like sea chicken?" No. 9 "What kind?" No. 6 "Mermaids!" No. 2 "Bathing Beauties!" No. 9 "TUNA FISH." ACT 2—No. 7 "Did these chickens come from Rocky Point?" No. 2 "No, we bought 'em this time."

Harry Sparks has come and maybe he isn't the wicked vamp! Rocky Point women all fell for him right off—both of 'em.

Use Life Buoy soap, it sinks. Wow! who threw that brick?

Our indispensable houseman, Levi Leavitt, has procured a fireman's license, complying with the law and enabling him to smoke his boiler under 15 pounds pressure. Said pipe rests on supports strapped to the shoulder.

Cent-a-word-column: One white crepe-de-chine hat and one pair white ladies (?) gloves, the latter with black stitching and end out of 2nd finger of left glove, were found on back seat of Levi Leavitt's Maxwell car. Owner may have same by applying to Mrs. Harriet Leavitt and paying for this advertisement. Oh, boy, we hope *she* don't pay too dearly!

One Victrola mailed us from Belmar, when received and unpacked, was found to contain one ten-cent record—"Home-sickness Blues." Some crust!

The Community House and occupants are the recipients of one pup and fleas, a well-bred meathound named Dukes Mixture.

Advance information tells us Heine Rocheskey is coming to Radio Central. Whaddaya say, Heinie, have you a winter's supply of hair tonic and heart balm from the little lady from Jones' Pharmacy?

Service changes to cover our new arrivals, Messrs. Franklin, Sparks, Schaefer, Martin, Hirth, Kohl and Schou, have gone to New York to be approved, so we can begin

paying the mazuma that makes the world alternate.

Our chief, Mr. Usselman, has returned. We admire his very good taste. Some of the bachelors wish now and then for some one to care for their pay check.

Messrs. Pillsbury and Graham were each down for a visit recently. Why not Mr. "E. B. P.", Genial Superintendent, instead of General Superintendent?

NEW BRUNSWICK

WE are just getting to know each other down here and it sure is a merry crowd. Just now it seems to be a home bunch; but it is becoming noticeable that Bound Brook and New Brunswick are coming into the lime-light. These two towns are very attractive in some ways, especially for those who have "Lizzies" that will run.

Port Jefferson is a long, long way from Bound Brook, isn't it, George? Also kind of lonesome down that way, so far away from your jewel.

Three small boys, three hands full of dirty, oily waste, and two cars was the scene before our E.C. as he stepped into the garage recently. One side of his Mitchell had been thoroughly cleaned and polished, but although the boys' efforts were appreciated, he asked that they discontinue the good work. Leuteritz' Buick was the other car polished. He said they made a good job of it.

Say, Bill, who is Alice? Marion sure did use harsh words, but why didn't you propose, if you felt that way about it?

With rugs in the office, desks polished, scenery on the walls, etc., we sure are fixed up right. Riggers with mud on their shoes, please take 'em off before entering.

The latest Sunday afternoon sport for D.T's. (Dynamo tenders, not Delirious tremens, the cider is too young yet) is holding up the walls of Patrick's Cider Mill. The drinks are given free as a reward for Bull. Hence Mike is always on deck.

CHATHAM

WELL, feller Romans and others, the melancholy days have arrove. Having started out with such a bright remark, we are behooven to go on and give you the news from Cape Cod, such as it is.

Nothing verv exciting, as nothing of excitement happens here nowadays. The boys have all stowed away the ice cream pants and are resurrecting the fleece-lined BVDs. The local merchants have stowed away the summer merchandise and popcorn till spring: they will then dig it out, revarnish the popcorn and away we go for another season. But that's

another year; as for this year, we are about to pull in the sidewalks and spread fertilizer on the front lawn. Yea, Breathren, no longer can the wily clam be heard calling to its mate, and the surest sign of all—the stations' most promising vamps, Higginbotham and B. Titow—have ceased their heart-breaking activities for the season and have taken up basketball.

Titow has acquired an speedster that resembles a wash-boiler on stilts, but the durn thing percolates. It's a Ford, and of course it's no coincidence for a Ford to run when you step on the insinuator. We, however, have coincidences once in a while. The latest one was when, as soon as the Static season left, so did POZ, for Riverhead and New York. That bird is responsible for our prematurely furrowed brow, so although it was a terrible blow to lose him, we are slowly recovering and will soon be able to sit up and take a little nourishment—pardon the sarcasm.

For the past three nights we have had a birdseye view of the features of McElroy when called for the mid-watch. Folks, that look of disgust would sour milk, and we've begun to think maybe there is something in the Darwin theory after all. Perchance we did all spring from those things, only some of us sprang (pardon the imperfect) a little farther than others. No. Mac won't mind this; he likes publicity. As long as he's being mentioned he's satisfied; it's all press agent stuff.

Chatham is still in the ring, even though they counted us out when they took POZ from us. Conditions here have been good for single reception ever since we handed the circuit over. We wonder where those dots and letters went to that New York reported as dropping out a few nights ago. The only way we can figure it out is that Freddie Johnston has the circuit speeded up so fast that POZ was unable to catch up to it. Never mind, Fred, you are doing fine work, and RD is second only to Chatham now.

Our worthy humorist, George R. Best, does not claim to be an authority on the cure for water on the brain, but he is right here to prove that you can cure water on the knee by wearing long hose and pumps. How about a monocle and a stocking-cap?

Since our main circuit was taken over by Riverhead and New York, we have been receiving many requests by operators at Chatham to use our influence to have a "For Sale" and "Help Wanted" column in our little magazine. The editor has approved our recommendation and in the next month's edition you will be able to find a number of bargains in good second-hand automobiles. In the meantime, if you hear of

any jobs for good telegraph operators pass them along to us so that we can print them.

It's a much mooted question as to how long some of us will remain in Chatham and many of the staff have already applied to the U. S. representative in Chatham (in the person of the Chatham R. R. Station Agent) for passports back to the United States. How about it, Henderson?

We might mention also that Chatham is to have a basketball team this winter. We only lost one regular from last year's team in the person of Lamarque, but this loss is more than made up for by the presence of promising talent amongst the new arrivals. Coach Pfautz is doing fine work with the squad.

So much for Chatham.

MARION

OLD reliable Marion, which has done such remarkable consistent work, and also carried off the honors month after month for having the most efficient all-around working station, has been sadly shaken up lately by the opening of the Long Island station. Good men were needed at Long Island, and from the ones that were plucked out of Marion, it is quite evident the powers that be knew pretty well where to find those Ohm chasers when they drained this staff. However, not throwing any cabbages at ourselves, there are still a couple of us left here that know how to get the series resistance without a meter.

H. W. Sparks packed up his little ol' seabag and bid Marion good-bye. Harry was a pretty good auto driver, and you fellers at the promised land want to watch your step if he gets another gasoline chariot.

What under the sun we will ever do without W. B. MacGeorge and his ol' crate to kid about, we hardly dare to guess. Mac got rather uneasy and asked for a transfer to New Brunswick. When the time came, Mac felt all cut up about it, but there was no use getting a broom out to sweep the ocean back, so Mac pulled his freight off to New Brunswick. But before he went he shined his ol' steam roller all up spic and span and got 'er tuned up to such a pitch that she readily started when primed with two and a quarter gallons of gas. With the firing of a big revolver and the ringing of a large fire bell, Mac set out over the road in that famous car, bearing a great large sign reading, "DANGER, DON'T BUMP THIS CRATE, IT MIGHT EXPLODE! USE NO HOOKS!" White and Higgins rode as far as Providence with Mac to sort of ease the bus over the worst of the hills, as they put it.

K. N. Cumming was stationed at Radio Central for one month, tuning the red alternators up so that they would be

able to speak to POZ. During Mr. Cumming's absence, MacGeorge acted as Assistant Engineer in Charge.

We shall certainly keenly miss Frank Kremp. Kremp is the only Shift Engineer in the outfit that ever successfully tackled the job of tuning out the Northern Lights. Frank did this for Chatham the first night he graduated from a Dynamo tender to the job and worries of a Shift Engineer. He also has sailed for Radio Central, but don't you fret, Frank, we will take good care of Katie.

Alec Patten didn't like night work, so he resigned again, and went fishing.

Mr. Moore, Shift Engineer at New Brunswick, made the change with Mr. MacGeorge of this station. Mr. Moore and family arrived at Marion one day recently. We welcome him to our station, and as Moore is a ham, we are expecting to hear of he and Speedo having some great conferences.

A new Alternator Attendant, Mr. Lockhart, has also arrived in our midst, and we extend a hearty welcome to him. Mr. Lockhart is an ex-"Leatherneck," and has travelled over the biggest part of the globe. We are going to take him out and introduce him to some of Bill Dunn's friends that he left behind.

A. C. White has been promoted from Alternator Attendant to Shift Engineer, and has the best wishes from the rest of the staff.

Samuel Campbell tells a very interesting story of the reception accorded he and his family while down Chatham way. They attended a lawn party given by the Chatham boys which, from all descriptions, far outdid any such efforts on not only their part, but others as well. We trust that at some time not far distant we will be able to return the fine compliment to some of the Chatham staff.

Walter Wagner reports that everything is quiet over in Mattapoisett.

Harold Higgins has given his car a beautiful coat of green paint, and now you couldn't tell it from a brand-new car.

SAN FRANCISCO

OUR stuff was a little late getting out last month, and for that reason we did not appear in WORLD WIDE WIRELESS. The boss says there is no reason why we shouldn't get the article written up in time, but sometimes we feel inclined to differ on the point.

The reason is summed up thusly:

San Francisco is snapping out of it!

Japanese east and westbound traffic has gradually increased during July, August and September, until at the present time a larger volume than ever of paid traffic is being handled over our trans-Pacific circuit. The Oriental trade

is brisker and there is plenty of inquiry from Japan for American goods.

The alternators now in operation at Kahuku and Bolinas have been handling the traffic load in excellent shape. That the operating staffs at both Marshall and Koko Head are taking hold in good shape is evidenced by fewer complaints and some very good comment. The speed is almost all that could be desired, while mutilations, though still prevalent, are less in number and seldom are they traceable to the R.C.A. controlled circuits. When the Japanese use typewriters, then mutilations will be rare things, we believe.

The San Francisco public is very favorable to Radio. About the only kick we hear registered is that the only service we can offer from the Pacific Coast is Honolulu and Japan, with limited Marine. Every time some fellow here in San Francisco receives a message via R.C.A. from Germany or Sweden or England, he comes tearing down to 300 California Street with the answer, and we have to turn him down. They want to know *why*? Business, and especially foreign trade, has reached the bottom and is now unquestionably on the up-grade. There is no better time than now to get in on the ground floor all over the world—World Wide Wireless, in actual fact—and we want our share of the service out here on the Pacific. We want to take messages for South and Central America, Europe, Australia, China, Philippines and the Dutch East Indies.

Vacations are all over now except for Bill Conway, who goes some time this month. Bob Malcolm returned from Santa Barbara about a week ago and says everything went swell and he got some 70 miles to the gallon and used no oil at all.

The scribe got as far as Tia Juana where they soak you eighty cents a pint for some pre-war strength beer. Los Angeles is a nice town and the country down there is fine and full of cheap fruit: and there is much new building. But when you want to feel good you always drift back to old San Francisco.

Mary Horton is back on the job again, so Walter has had to step around lately.

We are about to settle down for a busy winter. We are going to get all the business the ol' ex-Pacific Channel can handle. Then we will keep Schenectady busy manufacturing more channels. We hope they don't run out of material.

The Abstracting force has noted with horror that a family of rats have moved into apartments directly under their coat locker, and judging from the rumpus raised between decks, the healthy condition of the rat children is taken for granted. All agree that if the rodents stay in their

apartment they may live on in peace and serenity until the old Gabriel rat toots his horn; but if they persist in exploring the above deck region, they are doomed to short lives sans happiness.

Conway says there will be war in camp if they start browsing on his abstracts, so the foraging parties had better watch their step. According to the four young ladies in that department, R.C.A. means "Rat Catchers' Association," and Miss Hamilton has assumed the presidency of that organization.

THE SUCCESS FAMILY

The father of Success is Work.

The mother of Success is Ambition.

The eldest son is Common Sense.

Some of the other boys are Perseverance, Honesty, Thoroughness, Foresight, Enthusiasm and Co-operation.

The eldest daughter is Character.

Some of her sisters are Cheerfulness, Loyalty, Courtesy, Care, Economy, Sincerity and Harmony.

The baby is Opportunity.

Get acquainted with the "old man" and you will be able to get along pretty well with the rest of the family.

COURAGE

A man without courage is as helpless as a ship without fuel—he may drift along with the tide, but can make no progress upstream.

The man worth while is the one who can turn his face full into the fierce gale of opposition and misfortune and go forward with brave heart and undaunted spirit.

It is easy to quit cold in the face of defeat—it takes a hero to smile and try again.

RADIO TRACTOR NOW IN USE

A radio tractor, the first of its kind to be assigned for service, has been added to the equipment of the Fourth Signal Company at Camp Lewis, Washington, commanded by Capt. W. B. Persons. The tractor has a sending radius of 30 miles and can receive from an indefinite distance. A new feature of its construction is a storage battery plant and three distinct radio sets.

The company has installed a press receiving station over which the news of the hour is snatched from the air as it flashes up the coast. A field telephone line has been maintained for three weeks with operators constantly on duty at remote switchboards. The men have become experts at various types of wire and wireless communication and can readily handle the requirements of a division in the field.

"DO"

Do everything well.
Do more than is expected of you.
Do things better than other people do them.
Do your work as if it were a pleasure to do it.
Do exactly as you agree to do.
Do some little kindness every day.
"Do unto others as you would be done by."

BOLINAS

WITH the construction work nearing completion, we will soon be bidding farewell to our many friends of the G. E. and J. G. White Companies. Alternator No. 2 is now in operation, and in a short time now we will have the station back in ship-shape condition as per pre-construction times.

I. H. Hill of the J. G. White Company is counting the days, yea, even the hours, until he leaves. It is rumored that he has had his trunk packed and ticket bought for the past two months, and he sure seems powerful anxious to get back to dear old New York. Of course, dear reader, you've guessed it—the young lady is still waiting for him.

J. F. (Jock) Parachini, our *Little Alternator Attendant*, has been making a series of tests in hopes of proving to the world that Mars is inhabited; in fact, Jock almost proved to us that the people on Mars are quite up to date, and have been trying to communicate with us for some time, using the continental code. Jock claimed there was nothing to it. Using his secret hookup she came in QSA, although it seemed that they used a terrible broad wave, as signals were equally strong on 50 meters as on 20,000. The following message was claimed to have been received: "Hello, Earth, if you get us, please answer via KET. We copy you every night; you come in very loud." However, to make a long story short, subsequent investigation showed that the antenna lead-in ran through Riddle's room, and the discovery of a key and buzzer hooked to it cleared the matter up. However, Jock still has hopes.

We regret to announce the departure of Frank Schafer, who has heeded the call of the sea and at last reports was sailing for the Orient on the S. S. *Empire State*. Good luck, Frank, and whenever you hear KPH booming forth you'll know that we have the switch over on the AC side.

A certain air of depression prevails around-about lately, since several of the staff received a reduction in wages. However, the injured pocketbooks are reported recovering from

the shock, and we are all hoping for better times in the near future.

Talk about hard luck and the old saying it never comes singly. Last week T. S. Baker stepped out of the power house door just in time to catch one of the new window frames falling from the upper story of the power house on the head and shoulders. "BA" went down for the count, but other than a swelled head and lacerated shoulder he escaped serious injury. The window, however, fared a little worse; five panes of glass out of eight were broken and the remaining three looked very pale.

All hands join in welcoming Mrs. Riddle back to Bolinas, and her many friends will be glad to hear that she is rapidly regaining her strength after her recent illness.

KOKOHEAD

M ARSHALL evidently thinks California weather is *the thing*, according to the ravings in the last WORLD WIDE WIRELESS. Better come on over to the Paradise of the Pacific and enjoy some real summer. It's eternal here, and so are the mosquitoes; nevertheless, all goes well at KIE.

Since writing last, our worthy navigators, Messrs. Baldwin and Anderson, returned from their trip to the South Seas. They visited Fanning Island, Palmyra and several others, and reported having some trip. The return trip was slow, account of being becalmed for three days off one of our beautiful islands. Rations ran low and Bill reports large consumption of beans and coffee. Both looked fine when they arrived. Baldwin's first thought was a restaurant, and there he stayed making up for all the lost time on the good ship *Lapaloma*.

Anderson returned to Kokohead, while Baldwin went on to the coast, seeking other fields of endeavor. Here's luck to you, BN!

Quasdorf decided that the climate here was a wee bit too warm, so left us and is now back in the civilized world again. Think of us, AU, when you stroll down that wonderful path of gold.

The rest of the crew line up as before. Benn was very pleasantly surprised the other day by the arrival of his wife. Now he has left our bachelor quarters and lives in town like the rest of the married men. Soon the hotel will be empty.

Corey still receives daily reports from Honokaa. He reports all going well and soon expects to make application for house allowance.

MARINE COAST STATIONS

BY acquiring the International Radio Telegraph Company's chain of coast stations, and combining their facilities with our own, the Radio Corporation now is in a position to render a complete service to all ships, which cannot be equalled or approached by any of our competitors.

Our ship operators should recognize the efforts we are making toward the development of a perfect service. That the ship operators will forward their traffic only via R.C.A. coast stations when within range, is of course expected. Cape May (WCY) is especially adapted to consistent long distance working and Manager Kent, (with Messrs Shallcross and Stiles, old timers and well known to most of us, are anxious the ship operators should know that signals from ships off Hatteras are uncomfortably loud at Cape May and it is no more trouble to clear traffic for South. Full advantage should be taken of this most favorable condition, and the relay privilege invoked to assist those who require it. By thus helping others, your own services are made more valuable, not only to the development of our marine coast stations, but because of the better service rendered the steamship companies and their patrons.

Mr. Stevens earnestly requests reports through the proper channel from ship operators on distances obtained and general efficiency of the R.C.A. stations. Those making suggestions which can be used to advantage, and ships making exceptional records in distance or rapid work will receive due notice in WORLD WIDE WIRELESS.

Stations are located at:

New York	WNY	Always open
Cape May	WCY	" "
New London	WLC	" "
Chatham	WCC	" "
Newport	WCI	8 p.m.-5 a.m.
San Francisco	KPH	Always open

QRG—RCA—QRV—QRQ

THE CLICKS

WHAT are they?" you ask, and the response is THE CLICKS "is", not "are" this time, an association of young women in the employ of the Radio Corporation of America, who are anxious to broaden and strengthen their friendships, especially those made during business hours.

The inception of The Clicks occurred on September 6th, when a group of the girls (yes, there are a few of them at head office) met to discuss getting acquainted with their fellow-workers. Scattered as they are over the eighteenth

floor of the Woolworth Building, down at 64 Broad Street, at 326 Broadway and way up at 140th Street, an occasional get-together was thought to be very desirable and necessary.

The first meeting, held September 16th, was for the purpose of organizing. Officers were elected as follows:

Miss A. M. Bassett.....	President
Miss J. M. Burnes.....	Secretary
Miss S. Haber.....	Treasurer

The number of members will be given out at a later date. The second meeting, on October 21st, took the form of a Hallowe'en party. After dinner, which was enjoyed immensely at a nearby restaurant, the members returned to the general office, where spooks went prowling and witches held forth with weird tales, and all enjoyed the merrymaking to the full. Miss the men? Haven't heard any complaining, so apparently *not*.

ARE YOU GOING?

THE fall dance of the Radio Provident Club takes place Thursday evening, November 17th, 1921, at 8:30 o'clock.

Every RCA member is cordially invited to attend. The admission price is \$1.00 for each person, including wardrobe. Surely every one of us can "make" this affair. It's going to be a regular get-together function, and remember that whatever profit is made goes to swell up the dividends of Provident Club members.

For music, none other than the Astoria Jazz Orchestra will be on hand. Mr. W. J. Schmidt has just informed ye editor that he is preparing a repertoire bound to make the young ones jazz some mean steps, while the seniors will have to "step on the gas" to keep up.

Secure your tickets at once, if you have not already done so. The following leading lights are charged with the solemn responsibility of dispensing tickets. See one of them today:

Miss M. E. Duffy, 326 Broadway
Miss Sloyan, 326 Broadway
Miss Frimark, 64 Broad Street
Miss Bassett, 233 Broadway
Mr. Hock, 233 Broadway
Mr. Howlett, 233 Broadway
Mr. Kaminsky, 233 Broadway

Remember the big three of this dance:

1—*The Date*—November 17th, 1921.

2—*The Place*—Leslie Ball Room, 83d and Bway, N. Y. C.

3—*The Price*—One iron man.

LET'S GO!

ATTENTION, MARINE OPERATORS!

860 Miles East of Sandy Hook,
September 24, 1921.

EDITOR, WORLD WIDE WIRELESS,
NEW YORK.

DEAR SIR:

ON THE NITE OF SEPTEMBER 23rd, SOME FELLOW WHO DID NOT HAVE THE NERVE TO SIGN OFF HELD UP TRAFFIC ON 600 METERS, IN THE CONGESTED DISTRICT BETWEEN CAPE RACE AND THE STATES, FOR ABOUT FORTY MINUTES. HE DISREGARDED ALL THREATS OF REPORT FROM VARIOUS SHIPS AND STATIONS, AND FROM THE REQUESTS TO QRT FROM ALL ANGLES, HE WAS RAISING HAVOC WITHIN A RADIUS OF 700 MILES RUNNING EAST, WEST, NORTH AND SOUTH. WCE GAVE UP IN DISGUST AND REFUSED TO WORK ANYONE. BELOW ARE A FEW LINES THAT I WOULD LIKE TO SEE IN "THE WORLD WIDE WIRELESS" ALONG WITH THE MENTIONING OF THE DATE THE INCIDENT TOOK PLACE.

"IN MEMORIUM"

TEST, TEST, YOU SELFMADE STAR,
WHILE WE WONDER WHAT U R,
IF SOMEONE SAYS QRT,
PAY NO ATTENTION SIMPLICITY,
HIS S.B. IS ONLY A WHIM
WHILE 'TIS MUSIC TO HR U QRM.
MAKE HER RADIATE 20 AMPS,
U CAN'T GIVE US THE CRAMPS.
NO! NOT YET A PERFECT NOTE,
DON'T STOP PLEASE, HOLY SMOKE
MY GOVT. RUSH IS JUST A JOKE.
MAKE US ALL, BOTH NEAR AND FAR,
WORK LIKE HELL TO QSR.
THAT'S THE STUFF, USELESS BLOKE,
NOW KEEP IT UP TILL U CROAK.

"A VICTIM"

RADIO CATALOGUE

THE Radio Corporation's new Catalogue of radio apparatus for amateur and experimental use has just come from the printer. Great is the rejoicing thereat by the amateur fraternity.

It is much more than the name implies, in that it contains most comprehensive and instructive matter concerning the use of vacuum tubes for both receiving and transmitting purposes.

Its dress is brown, trimmed in black, the RCA colors, with an impressive and imposing amateur C.W. station shown on the cover. After defining the liberal conditions under which the RCA products are placed at the disposal of the amateur radio experimenter, and a gratifying foreword delineating our aims and aspirations in the amateur radio field, the reader is told what makes the nationally famous station of Mr. J. O. Smith at Valley Stream, L. I. (2ZL) perform so consistently over the remarkable distances it does.

Mr. H. H. Beverage has made a valuable contribution on amateur antennae construction, which, if followed by the experimenter, will enable him to put more amperes in the antennae system. General information concerning Government regulation of amateur activities is given, also evidence that C.W. can be used on wavelengths below 200 meters, and used effectively. The pages tell the whole story about Radiotrons for transmitting purposes, showing nine different hookups. Each hookup includes a list of material for both the five watt tubes (Radiotron UV 202) and fifty watt tubes (Radiotron UV 203). One, two, four or more tubes may be employed as oscillators with any of the circuits shown. Self Rectification, Rectified A.C. and D.C. circuits, for C.W. and I.C.W. telegraphy and for radiotelephony, are given in most complete and comprehensive detail. Modulation by tubes, by magnetic modulator and by microphone transformer are clearly and fully described. So complete is this portion of the book that it will serve the amateur radio experimenter as a manual for years to come.

The power tube family, including the Kenotron tubes for rectification purposes and the accessories for transmitting tube work and receiving tubes, with the devices associated with them, are all covered.

A superior line of receiving sets detector and amplifier units, precision condensers and kindred devices is listed.

The ultra amateur real seagoing antennae materials, such as are furnished for shipboard use, are shown. With such material antennae may be erected which will stay put.

A whole page of books, domestic and foreign, on sale by the Wireless Press, Inc., leaves little to be desired by the amateur radio experimenter who wants knowledge of the art.

THAT ENGINEERING RAG (DANCE)

THE Engineers and Purchasers being so widely scattered among the furniture and fixtures of That Big Room, it was decided that we needed closer communion of spirit and a supper and dance was arranged for Tuesday the 27th, at the Lion d'Or, New York City.

The members of the department assembled and waited for the ladies to come to the aid of the party. They did quite well—only one-half hour late! After sending the ladies down the first elevator, Mr. Edwards, our solemn architect, ordered a male car for the men. Purchasing a yard of tickets, we took our private car up the Sixth Avenue L to the chow house.

After the flurry of consulting the handsome baggage tags each one wore to find out whom one had just been introduced to, the company settled down to the soup and the orchestra played a loud selection. Under cover of this confusion a group of Lord High Executioners kidnapped our baby, Miss Staff, and refused to return her, claiming she was no alternator and could not reverse. Mr. Reoch promptly set in motion the regular machinery of justice and submitted an urgent requisition to General Manager Sarnoff for one Staff for our high power station operations; but Mr. Sarnoff ruled that there were not sufficient funds in the treasury to purchase such a valuable article. The next time we do a favor for Mr. Hansell, he'd better be on hand and bring along the ol' cannon to defend his property.

We overheard Mr. Sarnoff remark that his new suit had been built with full quart-size pockets, but think the cherries were stronger than that. Miss Thieme seemed particularly wild in the dances following, and it is rumored that she had two cherries. Some fruit!

Much of our famous designing talent was devoted to creating new models for the headpieces made by the Big Room Lunching Club. As is quite fit and proper, our Chief led the field with a paper crown attached to his flowing tresses with a hairpin and was promptly dubbed Old King Cole. He was a merry old soul, all right. Mr. Sarnoff distinguished himself by sternly repressing a desire to make a speech or to talk shop, thus evidencing the strong will-power that has made him our Genial Manager.

And then the dance! Shades of Irving Berlin—when that wibbly-wobbly saxy started, young and old, blind, crippled and hectographed toddled forth and to and fro'ed. Even such steadies as Derrick and Griffiths alternated (word-form copy-written by E. F. W. A.) between the dance floor and their partner's toes. Ol' Gibraltar Beverage oscillated with becoming grace, proving that L and C need not be of equal value to form a good oscillating circuit.

Construction Superintendent Rossi built up his weak constitution with much strong coffee and was induced to break his marriage oath and dance with someone other than his wife. Miss Theda Birdie, our famous sunny spot, also had a lot to do with his flow of spirits (non-alcoholic).

The happy but foot-weary crowd gratefully expressed their appreciation to Miss Horton and her assistants for the way in which this get-together-and-get-acquainted party was engineered.—*Passed by the Bored Censors.*

SPEED RECORD

B. G. SEUTTER, wireless operator of *The New York Times* transatlantic radio receiving station and holder of the world speed record for receiving, won the American open championship held in conjunction with the Electric Show in the 71st Armory, Park Avenue and Thirty-fourth Street. In the finals Mr. Seutter took forty-four and one-third words a minute for two minutes, with no mistakes. George C. Otten of the Radio Corporation finished second, with two mistakes, and Jose Seran, a Chilean, third, with four errors.

There were thirty-nine entrants. The contest was held under the auspices of the National Amateur Wireless Association, but only twelve qualified for the finals. In the final contest the twelve men were started off at a speed of forty words a minute, and gradually were eliminated until only four were left.

Mr. Seutter's world record, made at a similar contest last March in the Pennsylvania Hotel, never was in danger. In that contest he made a speed of 48 $\frac{3}{5}$ words a minute.

When a speed of forty-four and one-third words per minute was reached, it was found that Mr. Seutter was the only operator who had a perfect copy, so he was declared the winner. Mr. Seutter received a cup, suitably inscribed, which was given by the Edison Electric Company. The judge of the contest was Arthur Batcheller, Chief Radio Inspector of the New York District of the Department of Commerce.

Mr. Seutter's radio experience dates from 1913. During the World War he was in the United States Navy, stationed at Bar Harbor, Me. While there, Mr. Seutter was commended for the excellent radio results established. He was one of the navy operators especially assigned to receive confidential radio messages from the U. S. S. *George Washington* during her trips to France and back with President Wilson.

ARC VERSUS SPARK

RECENT newspaper statements upon the supposed superiority of the arc transmitter over the spark transmitter has made several pioneer radio men come forth to the defense of the older and more widely known and used method of marine transmission. A typical instance which has been brought to the attention of the editor is the following statement from Mr. A. A. Isbell of San Francisco, Cal., who has been through the many stages of commercial radio development and whose opinion is worth voicing here.

Mr. Isbell's letter follows:

"Some of us old timers of the Pacific Coast have been a little amused in the last year by the propaganda put out by the Arc crowd in San Francisco, their efforts being to convince shipping men that Arc equipments work extraordinary long distances, as compared to spark sets, and our amusement is based on the following facts:

"As long ago as 1909, 1910, 1912, the steamers of the Pacific Mail equipped with 5 K.W. 60 Cycle, straight gap spark sets (no rotaries), the receiving apparatus of which consisted of direct coupled units and crystal detectors, were communicating regularly with the KPH Station San Francisco from the Inland Sea of Japan, 5000 miles west of San Francisco, and the communication was carried on nightly during the winter months.

"In August, 1911, I myself on the steamer 'Mongolia' was able to converse with San Francisco when 4000 miles west of that port. Quite probably the results obtained were due to the fact that then we had no wave length regulations and the large vessels of the Pacific Mail, namely: the 'Mongolia', 'Manchuria', 'Korea' and 'Siberia' were transmitting on approximately 1000 meters. I have before me a printed list showing some records made in

1912. This printed list shows ships in communication from San Francisco all the way to Japan.

September 30, 1921.

A. A. ISBELL

EDITOR'S NOTE—*The spark system certainly needs no defense; it has again and again proven its worth and superiority. The arc, on the other hand, has perhaps not had the same opportunity to prove itself. Be that as it may, both of these systems must eventually give way to the more modern and certainly more efficient vacuum tube transmitter, slowly but surely forging its way to the fore of marine radio communication.*

INTERESTING FACTS

AN interview with the late Secretary of the Interior, Franklin K. Lane, which appeared in the *New York Times*.

Mr. Lane was evidently not an exponent of government ownership—and he incidentally pays the telephone companies of the United States a compliment upon their management under private ownership, for he said:

"Six families out of ten in this country have telephones, and with all its delinquencies, we have a better service than is possessed by any government-owned system that I have met with in Europe."

There are about 25,000,000 families in the United States and 5,000,000 automobiles—one for every fifth family. "We have more automobiles than all the rest of the world put together," said Mr. Lane. "There is no other country in which one family in 50 has a machine."

About 14,000,000 families in this country own their own homes. "But," said Mr. Lane, "this isn't as good a showing as it should be, or will be."

Six hundred million people went to moving picture shows in the United States last year; the entire population six times over.

In what other country, asked Mr. Lane, can you hear of crowds of from 10,000 to 50,000 people daily—and on business days of the week—attending contests in national sports, such as baseball games in the summer?

There is hardly a family in the United States that does not take a daily newspaper; at least, the percentage that does not is exceedingly small. "Yet," said Mr. Lane, "I was in an English village ten years ago, in which 50 families lived, and only two dailies were taken in the entire town."

One American university—Columbia—has more students than any other university in the world, excepting perhaps one in Cairo, where the course of study is principally confined to committing the Koran to memory.

“DON'T.”

Don't drink.
Don't swear.
Don't tell a lie.
Don't run into debt.
Don't shirk your task.
Don't stay out nights.
Don't be late at your work.
Don't think you know it all.
Don't wait until you are old to marry.

HEAD OFFICE

TRAFFIC MANAGER WINTERBOTTOM was in Washington recently, in connection with the Disarmament conference.

Captain P. Page and Colonel C. H. Nance, of the Pan American Wireless Telegraph and Telephone Company, Buenos Aires, have arrived in New York on business of the Company.

G. J. Eshleman, Engineer, has returned from a six months' stay in Hawaii, bringing a bride, and has taken up his duties as Engineer-in-Charge, at Tuckerton.

G. L. Usselman, Engineer-in-Charge at N. Y. Radio Central, who was recently married at Marion, has returned from his honeymoon, spent at his old home in Kansas.

W. H. Barsby and L. A. Briggs, late of Belmar, have been appointed Assistant Superintendents at 64 Broad Street.

Messrs. Sciavi, Bickford and Taylor, late of Belmar, are now Office Electricians at 64 Broad Street.

The engineering staff has arrived at N. Y. Radio Central, and final tests are being made in preparation for placing the new station in service. Eight No. 9 copper wires connect the station with Broad Street Office, New York, four running direct and four via Riverhead station.

Two additional copper wires are being strung over a new route between Honolulu and Kahuku station, making six in all.

Mr. Olsen, Attorney for Radio Corporation at Honolulu, was recently killed there in an automobile accident.

The regular meeting of the Static Club falls on the evening of November 3d. The speaker will be Mr. Sarnoff.

C. P. Bartholomew, of Sydney, N. S. W., a director of the Amalgamated Wireless Australasia, Ltd., was a recent New York visitor en route from London to Sydney. Under escort of Mr. Pillsbury he visited Radio Central and Riverhead.

George S. DeSousa, Treasurer, is enjoying his vacation at Atlantic City.

Stewart Reynolds, of the General Superintendent's office, has resigned.

W. A. Graham, Operating Engineer, has returned from an inspection trip to Marion.

R. T. Rossi, Construction Superintendent, has gone on his annual deep-sea fishing trip.

William G. Lush, of the Engineering department, spent his vacation up the state, and brought back a good coat of tan.

General Superintendent A. A. Isbell, of the Pacific division, is in New York on a business trip.

General Manager Sarnoff has returned from an inspection trip in New England which took him as far as Belfast.

President Nally expects to sail from England for home on the *Aquitania* November 5th.

Chief Engineer E. F. W. Alexanderson sailed for Europe October 25th on the *Aquitania*, on a business trip.

Niels Lindenblad, of the Engineering department, sailed for Sweden October 26th on the *Oscar II*, having been called home by illness in his family.

OBITUARY

Miss Ida Spilka, of the Sales division, Head office, died at the Post-Graduate Hospital, New York, October 4th, of pneumonia, after a brief illness. She had been in the service about two years, and was a general favorite among her associates.

EASTERN DIVISION

NEW YORK

JAMES A. QUINLAN, who has rendered long service with us, has returned from a spell of illness which, for part of the time confined him to a hospital. He sailed on the *India Arrow* for the Far East.

W. H. Allington is another of our old timers who experienced a siege of illness. Mr. Allington was on the sick list since July and we are pleased to state that he has recovered and resumed his post as senior on the *City of Savannah*.

R. D. Giles, who has been taking Allington's place on the *Savannah* since the *George Washington's* contract was transferred to another radio control, is now on the unassigned list awaiting the sailing of the Munson Liner *Huron*, which is expected to be some time this month.

P. Petlicki is back as senior on the *Gdansk* after laying off for one trip, during which M. O. Smith took his place.

W. H. Barry, who was junior on the *Gdansk*, is confined to the Marine Hospital. William Friedman went out as junior.

W. W. Redfern was taken sick just previous to the sailing of the *Munamar* and J. W. Bayne was appointed senior for the trip in his place. T. J. Waldman is junior. Bayne and Waldman served in the same Marine Corps together during the war in the front-line trenches in France, and both were wounded in action.

Erwin W. Vogel and William J. Herlihy left on the *Wytheville* for China, Japan and Manila.

J. D. Edwin is now on the *John Worthington*; C. P. Allwein is back on the *Socony 90*, and H. L. Blatterman is on the *Trontolite*.

Oscar Foy arrived in New York on the *Kootenai* just three days too late to enter the championship receiving speed contest at the Electrical Show. Foy claims he would have walked away with the cup had he been on hand.

Vincent S. Kearney, who was a close third in the finals at the contest, was immediately transferred to the New London station.

Albert E. Spicer sailed October 3 on the *William Isom*. Richard E. Maurice has resigned from the service. H. D. Taylor is enroute to Europe on the *West Inskip*.

Henry E. Markoe, after several years' continuous service, has resigned to accept an important post with the Y. M. C. A., with headquarters in Poland.

BALTIMORE DISTRICT

OUR congratulations to Inspector and Mrs. Smith on account of the arrival of Walter P. Smith, born September 21st.

Former Inspector Richwein, now Acting Assistant U. S. Government Radio Inspector, can be seen daily passing the office with his decimeter, wattmeter, brief case, etc., the total weight of all items not exceeding 82 pounds.

Constructor Newman of the Canadian Marconi Company was a recent visitor at this office. He effected installation of his company's equipment on the new steamer *G. Harrison Smith*, built at Sparrow's Point.

A number of old timers who have been waiting around for some time have proceeded to New Orleans for assignments having been informed that shipping is still moving in the Gulf. We would like a few ships diverted this way, please.

Doc Forsyth from Boston paid us a visit recently. The doc was showing us an Italian diamond which cost him in the neighborhood of four hundred, and for which, he stated, the customs authorities assessed him forty-one cents. Something wrong somewhere!

BOSTON

MR. SARNOFF, our General Manager, Mrs. Sarnoff, and Mr. George S. Davis of the Board of Directors, were recent very welcome visitors at Boston office.

Another of our welcome visitors was Assistant Traffic Manager Stevens.

As the result of a collision with the steamer *Jonancy* off Long Island, due to fog, the *Malden* was beached near Montauk Point on September 19th. J. H. Johnson stood by and was able to work the set until the vessel was beached.

A. T. Barber is off the *Belfast* and the Maine run for keeps. H. A. Wells is now on the *Belfast*.

A. E. Coatsworth and C. B. Hughes are on the *City of Rome*.

Henry Munroe and J. J. Muldoon are on the *Calvin Austin*.

R. G. Philbrook planned to spend a week in Maine camping, but the camp burned down. Philbrook now has the vacation and does not know what to do with it.

NORFOLK DISTRICT

HAVING been absent from these pages for several months, we feel that it is again time to break into print and let the gang know we are still alive.

During the month of September, Constructors Butt and Brown equipped the new Standard Oil Steamer *John D. Archbold* (just completed at the N. N. Yard) with a P-8A set. This is reported to be the largest tanker in the world and in keeping with such a ship special pains were taken in installing the set with the result that it was pronounced *perfect* by a competent judge. The large and spacious wireless room equipped with a special office desk, etc., along with the apparatus, was a combination that would gladden the heart of any wireless man. Someone, upon first entering the operator's quarters, thought they had, by mistake, gotten into the Captain's room. Operator William B. Parham took the ship to Mexico on her maiden voyage.

Mr. Gilpin recently returned from a flying trip to the New York Office. Evidently this trip taxed him greatly, as he was laid up for over a week upon his return.

During the month a Canadian $\frac{1}{2}$ KW set was installed on the Norwegian Steamer *Stiklestad*. While this installation was not in a class with the *John D. Archbold*, it was reported as being a first-class job. Installation was made by Constructors Butt and Brown.

We see very little of Constructor Soukup these days as he has a standing engagement with our 110, out of 304 steel ships laid up at Camp Eustis, Va. He was recently joined

by Mr. Butt and they report a continuation of hostilities with the U. S. L.'s with the RCA coming out on top. We wish them continued success.

The most important happening of the past month was the marriage of Mr. F. Mousley, our esteemed Radio Supervisor, to Miss E. C. LaGiglia, formerly stenographer in Mr. Mousley's office. This did not come as a surprise to their acquaintances as there has been a decided hint of wedding bells in the air for some time. Unfortunately, their honeymoon in Canada was cut short by a recall to the S. B. offices on account of reorganization. However, it is understood that they are just as happy here as though they were in Canada. We wish them **GREAT SUCCESS** in their enterprise.

GULF DIVISION

NEW ORLEANS

HULL No. 14, last of the fleet to be constructed for the U. S. Steel Products Company at Chickasaw, Mobile, has been named *Chattanooga City*. This vessel is now loading at Mobile for ports in the Far East. The radio berth on this vessel has been given to L. C. Kron, who has the distinction of having installed the radio equipment on all fourteen vessels.

Louis H. Boizelle, with the laying up of the *Eastern Victor*, has been assigned to the *City of Fairbury*.

Z. A. Thompson, having reported here from Baltimore, has been assigned to the *Sacandaga*.

Joseph B. Jackson, after a protracted confinement in the Marine Hospital at New Orleans, has been assigned to the *Ampetco*, relieving Bryan Walker whose license had expired while his vessel was at sea.

John Brunette has re-entered the service and has been assigned to the *Harry Farnum*, out of New Orleans.

W. W. Walsh was recently assigned to the *E. W. Sinclair* at Sinco, Texas, by the Galveston office.

L. M. Purrington, after having been left behind at Baton Rouge by the unexpected sailing of the *Thomas H. Wheeler*, has been assigned to the *Conness Peak*.

Some of the other assignments and transfers made in the Gulf Division since our last contribution are:

Henry C. Bodin to the *Lake Floravista*.

Edward Clesi, transferred from the *Lake Lasang* to the *Lake Strymon*.

W. L. Jones to the *Claverack*.

E. A. Crosby transferred from the *A. C. Bedford* to the *West Erral*.

W. J. Byrne to the *A. C. Bedford*.

E. L. Stokely newly engaged for the *Walter Hardcastle*.

D. S. Scherrer to the *E. R. Kemp*.

W. A. Clemmons to the *Fairfield City*.

Donald Kirkpatrick to the *Central American*.

Manuel Sanchez to the *T. J. Williams*.

S. R. King to the *Ophis*.

Talking about laid-up ships, it would appear that we have our share, our records showing a total of 75 distributed as follows:

New Orleans, 31; Mobile, 32; Orange, Tex., 12.

Pracically all of these are Shipping Board vessels.

GREAT LAKES DIVISION

CLEVELAND

A MONTH from now will find all our passenger ships and bulk carriers tied up for this season of navigation. Rumor has it that a good number of the bulk cargo vessels will tie up even earlier than the insurance expiration date. Notwithstanding the year's depression, practically all passenger steamship lines have carried as many, if not more, passengers during the past season than they carried during previous seasons.

C. S. Levin has laid up the *Arizona*, a one-man passenger ship, plying between Lake Michigan ports.

Floyd E. Gray is now on the *City of Buffalo*, vice Guy Harden, who has been given an indefinite leave of absence due to sickness at home.

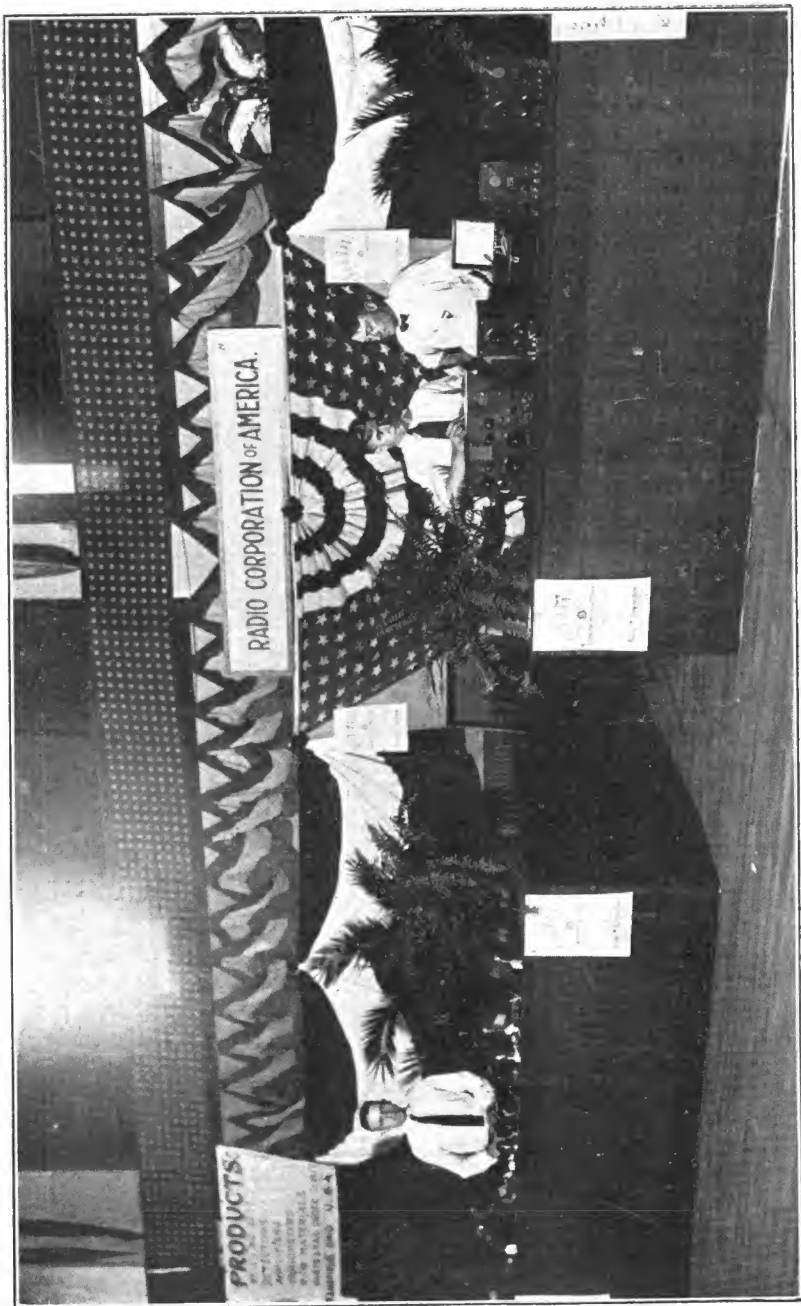
An interesting letter was recently received from Noble B. Watson, of the *J. L. Reiss*, commenting on the efficient operators employed on vessels plying the Great Lakes. As Watson has seen five years' service on the Lakes, his version of the calibre of his brother operators should hold water. For the information of the younger generation of operators who may doubt Watson's say-so, we will advise, confidentially of course, that he smokes one of the biggest, blackest, oldest, queerest and smelliest pipes in existence today. Though he might have been having a pipe-dream, we'll back him to the limit.

Charles S. Steinhoff recently relieved E. E. Kinney as junior on the *City of Cleveland III*.

Herbert I. Schmitt, who recently returned from the Eastern division, is now on the *City of Detroit III* as junior. Former Junior Charles E. Macomber is now senior aboard this vessel, vice W. B. Jameson, resigned.

F. A. Burrows has taken over the duties of Albert F. Marthens on board the *E. J. Earling*, Marthens having located a position ashore.

D. G. McDaniels, who can be found on the wrecker



OUR EXHIBIT AT CHICAGO ELECTRICAL SHOW

Favorite, has submitted several lengthy fish-stories, one of which we have reason to doubt. Along with his last epistle, in which he informed us that a late catch by the *Favorite's* Chief Engineer and himself consisted of a few thousand muskalonges and two perch, he requisitioned a pad of process-verbal, saying that it was mighty hard to keep track of their catches, unless he had a proper form on which to enter them.

John H. Mitchell has recently relieved George Noack on board the *Lakeland*, due to the latter's illness.

W. C. Evans and William V. Woodward, senior and junior respectively, have placed the *Puritan* in her winter quarters.

George F. Grossman is now attached to the *Petoskey*, vice C. D. Peck, resigned.

Walter S. Pfeifer can now be located aboard the *Clemens A. Reiss*, while David S. Little advises that his mailing address for the remainder of his natural life will be the *John P. Reiss*. Little claims that either John D. or J. P. would feel very much out of place should they trespass into his luxurious quarters.

Thomas B. Dancy is now attached to the Pere Marquette ferry line, as purser-operator.

Clarence H. Hiester has accepted temporary employment aboard the *Western States*.

Walter R. Hoffman performed very good relief work aboard the *W. F. White*, having joined this vessel on exceptionally short notice. Arthur H. Freitag, who was previously aboard the *White*, has resigned from the service.

Charles Nehlsen is permanently attached to the *Charles L. Hutchinson*, vice F. J. Hammeral, resigned.

We were very pleasantly surprised when the *Octorara* laid up to find that junior operator Wilson E. Weckel had wooed and wed Minneapolis' fairest debutante. The ceremony had been performed at the upper end of the lakes, and the couple enjoyed their honeymoon during the last trip of the vessel on the way down the lakes. It was a very blushing bride and a meek and awkward bridegroom that stepped into our office long enough to allow Mr. Weckel to report and bid his adieus for the season. We all join in wishing both Mr. and Mrs. Weckel the happiest returns of the day in their life-long venture.

PACIFIC DIVISION PORTLAND

ON account of sickness, J. M. Rush resigned his position as second operator on *S. S. Senator*. Rush was relieved by H. C. Knight, and left for his home in Seattle immediately. Knight hails from Vancouver, Wash.

Ernest Helvogt received a transfer from *S. S. West Nomentum* to *S. S. West Kader*. This vessel is on the Oriental run.

J. I. Skov, of *S. S. Vinita*, is in love with the Chinese chow dogs. On his last trip home he canvassed all his friends to see how many wanted chow dogs. He left with several orders in his pocket and we would not be surprised to see him return this trip with as many as he can keep warm by the cook's galley.

A card received from Walter Teas, *S. S. Swiftwind*, says it cost him eleven cents for a hair-cut, shave and shoe shine at a certain port in southern Europe. The barber certainly could not be related in any way with American barbers.

Some of the operators to visit Portland recently, are: E. A. Reynolds and Vernon Burnett, *S. S. Curacao*; V. M. Contner, *S. S. Westward Ho*; P. W. Thomas, *S. S. Ernest H. Meyer*; V. J. Bird and H. C. Knight, *S. S. Senator*; W. H. Stiles, *S. S. Willfaro*; J. F. Hummell and Ray Carnell, *S. S. Rose City*; R. Colbert, *S. S. Santa Inez*; W. F. Johnston, *S. S. West Nomentum*; R. S. Kimberk, *S. S. West Cayote*.

This office received a very nice letter from Captain Z. B. Murry, *S. S. Pawlet*, in which he highly commends the service of Operator Herbert J. Scott, who recently resigned from that vessel. Below is a copy of the correspondence which tells the story in a way that everyone can understand:

THE ADMIRAL LINE

-L. C. SMITH BUILDING, SEATTLE, WASH.

Wana, Aug. 11th, 1921.

Mr. L. C. Dent, Manager,
Radio Corporation of America,
Portland, Oregon.

Dear Sir:

This is to notify you that the *S.S. Pawlet* will be in need of a new radio operator her next voyage, her sailing date having been fixed for August 11th.

To expect you to duplicate the last operator you placed aboard this vessel, Mr. Herbert J. Scott, of Seattle, will be asking you to perform the impossible, and in this connection I desire to state, and to emphasize the fact, that not since this ship has been in commission has she

had the radio service given by him on our last voyage. His knowledge of both the theory and practice of his work was far beyond that of other operators I have had, while his unfailing courtesy and gentlemanly conduct was frequently and favorably commented upon by all the ship's officers.

Any time Mr. Scott desires to go to sea again in the capacity of radio operator, I will gladly make room for him in any ship I may be in command of.

Hoping you may be able to find a man who can fill Mr. Scott's place acceptably, I am,

Very sincerely yours,

Z. B. Murry

Commander S.S. Pawlet.

RADIO CORPORATION OF AMERICA

PORTLAND, OREGON

Aug. 3rd, 1921.

Mr. Kenneth, G. Clark,
Radio Supervisor,
Seattle, Washington.

Dear Sir:

Please find attached a letter from the Commander of the S.S. Pawlet.

It is very commendable that an operator should receive a recommendation of this character from his Captain, and we are, therefore, forwarding it for your information.

Yours very truly,
Radio Corporation of America,
By L. C. Dent,
District Manager.

DIVISION OF OPERATIONS

UNITED STATES SHIPPING BOARD EMERGENCY FLEET CORP.
WASHINGTON

2390

August 4th, 1921.

Radio Corporation of America,
Portland, Oregon.

Gentlemen: Subject: Radio Operator,
Herbert J. Scott.

There is enclosed herewith your letter which you forwarded to this office regarding satisfactory work of H. J. Scott, while Radio Operator on the Pawlet.

Copies of the letter have been made and will be distributed to interested parties.

We thank you for your interest in this matter.

Yours very truly,

R. M. SEMMES,
District Director,
Puget Sound District.

By Kenneth G. Clark,
Radio Supervisor.

August 13th, 1921.

U. S. SHIPPING BOARD EMERGENCY FLEET CORP.
DIVISION OF OPERATION, WASHINGTON, D. C.

SEATTLE,
DIVISION OF OPERATIONS.

SUBJ: RADIO OPERATOR
HERBERT J. SCOTT.

Referring to your letter dated 5th. instant., file number 2564, please be advised that we have requested the Commissioner of Navigation, Department of Commerce, to make notation on his file copy of the service this man rendered when employed aboard the S.S. Pawlet.

Please advise Radio Operator Scott accordingly and commend him for his excellent service.

R. J. Ringwood
Manager, Operating Dept.
By L. L. Lee,
Acting Head of Radio Section.

DIVISION OF OPERATIONS
UNITED STATES EMERGENCY FLEET CORPORATION
WASHINGTON

August 17th, 1921.

File 2578

Mr. Herbert J. Scott,
W. 125th St. & 6th Ave. N.W.
R.F.D. No. 2, Box 240,
Seattle, Washington.

Dear Sir:

There is enclosed herewith for your information copy of a letter from Captain Murry of the S.S. Pawlet, commending your service while on that vessel.

A copy of this letter was forwarded to the Head of the Radio Section, U.S. Shipping Board, Washington, and he has advised that the Commissioner of Navigation, Department of Commerce, has been requested to make a notation on file copy of your service, record of the very satisfactory service rendered by you while on board that vessel.

This office is very glad to receive such a good report regarding an operator assigned from this District, and it is a pleasant duty to forward such a communication to you.

Very truly yours,
R. M. Semmes
District Director,
Puget Sound District.
By Kenneth G. Clark,
Radio Supervisor.

SAN FRANCISCO

THE personnel of the plant at San Francisco will soon be down to the level of the proverbial office boy and a cat, unless we lay off the trimming before long. Inspector Colbert was rewarded with a good berth on the *Santa Inez*, where he will rest up from his wrestle with the USSB

contracts. Installer McCarthy gets his by taking a long vacation and going to the mountains. He doesn't seem to appreciate his good fortune.

One of those "you know" events seem about to happen to a member of the staff at the plant, and we benedicts expect to welcome another martyr about the middle of next month.

Another British oil tanker, the *Amalthus*, was outfitted by the local force with a 1½ KW quenched set during the month. Operator E. D. Martin was sent from England to take charge of the radio and the ship will sail soon for the Orient with a cargo of oil.

All of the Matson boats are being equipped with 800-meter attachments for compass work.

The effect of the numerous changes being made by the new administration in the affairs of the USSB was noticed locally by the absence of the assistant Radio Supervisor since the middle of the month.

Operator Martin Principe has rejoined the Matson fleet and is now junior on the *Matsonia*.

Operators Wohler and Mair sailed on the *Nile* for a six months' cruise in the Orient.

George McElwaine and Mario Sylvestri are assigned to the *China Arrow* as senior and junior respectively. McElwaine has been to the Orient before, but Sylvestri is making his first off-shore trip and is a graduate of the Radio Institute.

Will J. Erich is now on the *President* on the coast run, but it is evident he has a longing for off-shore again.

V. M. Goldsmith, senior on the *Manoa*, took sick suddenly sailing day and F. Geisel made a quick rush on a short notice call. Goldsmith is now feeling better and will return to the *Manoa* next trip.

James Gleason was assigned to the *Wilhelmina* as junior, after a five months' stay ashore.

LOS ANGELES PORT OF LOS ANGELES

ALL ye who enter the harbor of Los Angeles are familiar with the old landmarks—consisting of bluffs and more bluffs—geographically speaking. But on your next cruise to the land of sunshine and flowers, don't get excited and ask for your bearings, if you do not see the hills to the east of the channel, for they are fast disappearing; in fact, some of the most prominent have already crumbled under the attacks of the monster steam shovel assigned to this work.

A three-year contract has been let for the completion of the work of taking the bluff out of San Pedro, and some of the most historic landmarks of old Spanish days will soon be only history, and the senors and senoritas will be com-

pelled to hike back to the Verdugo hills for their wooded siestas.

San Pedro, or the Port of Los Angeles, is fast coming to her own, and will soon be one of the most accessible ports on the Pacific coast, with ample dockage facilities.

A prophet is not without honor except in his own country, so hearken to the words of a prophet.

SEATTLE

BUSINESS is picking up in this part of the country. At the present time we have *more bona fide prospects for marine installations* than we have seen for the past six or eight months. We trust that in our next issue some of them will no longer be prospects—except for additional sets.

John Prescott was assigned to the Standard Oil Tanker *Caddo*, which leaves shortly for South America.

Lloyd Benson, after a relief trip on the *Admiral Schley*, is now permanently on the *Admiral Farragut*.

Milton Koupal says he enjoyed very much his one trip on the *President* and only hopes we can fix him up soon on some ship where he can stay put for awhile.

Norman Allen, after many seasons in the Alaskan trade, has shifted to the Southern run and is senior on the *Admiral Schley*. He relieved Henry Wiehr, who is now on the *President*.

R. H. Brower, after a three months' leave, is again ready for the sea. He will leave here shortly for the Orient on the *West Ivan*.

Miss Cayo spent a delightful two weeks' vacation at Lake Crescent. During her absence, the additions to inventories threatened to engulf us, but since her return she has fixed things up so now we can tell if any one is holding out on us with an *acco fastener*.

Mr. Barker enjoyed the second week of his bisected vacation at his mother's home in the country.

RADIO INSTITUTE OF AMERICA

SAN FRANCISCO

ON Thursday, September 29th, a Radio Grand Opera Concert was rendered broadcast by celebrated singers of the Scotti Grand Opera Company, from the Fairmont Hotel in San Francisco.

A special party was arranged at the Radio Institute for the students and their friends. A detector and two-step amplifier was used and the receiver connected to circuit on the code practice tables. Each person had an individual telephone receiver and all present enjoyed a delightful treat and expressed their appreciation.

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Each one of these books will give you new facts, will broaden your knowledge and increase your earning capacity.

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A book of graphs that save wear and tear on your gray matter. To solve your mathematical problems all you need is a common, every day ruler.

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\$2.00

The Thermionic Valve and its Developments in Radio Telegraphy and Telephony

By J. A. Fleming, M.A., D.Sc.

279 pages Price
144 diagrams and illustrations..... \$5.00

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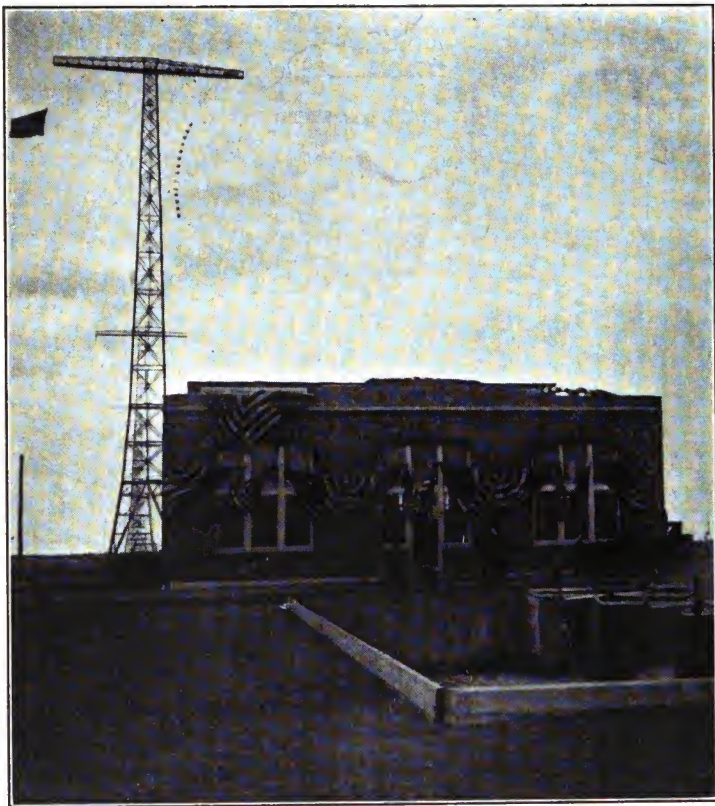
PUBLISHED BY
**RADIO CORPORATION
OF AMERICA**

DECEMBER, 1921

VOLUME 2

AT
233 BROADWAY, N. Y.

BY AND FOR
EMPLOYEES



POWER HOUSE, N. Y. RADIO CENTRAL

RADIO CORPORATION OF AMERICA

233 BROADWAY

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FORMAL OPENING OF RADIO CENTRAL

AT half after nine on the morning of November 5th, a special train of nine chair cars on the Long Island Railroad conveyed about 250 guests of the Radio Corporation to Rocky Point to participate in the opening of the world's latest and most powerful transmitting station. Luncheon was served on the train, and guests were conveyed in automobiles to the Community House and Power House, the latter being handsomely decorated outside with flags. At three o'clock President Harding pushed a button in the White House which started on its way his message to the world which was transmitted by automatic apparatus located at the White House and connected by direct control wire with the transmitter at Radio Central. At the same moment an electric sign flashed out "President Harding Opens Radio Central," a flag over the alternators was drawn aside, revealing a large portrait of President Harding, and all the automobile horns were blown and air bombs exploded outside, creating for the space of two minutes an ear-splitting pandemonium.

The President's message was as follows:

THE WHITE HOUSE

WASHINGTON

United States of America.

To be able to transmit a message by radio in expectation that it may reach every radio station in the world, is so marvelous a scientific and technical achievement as to justify special recognition (stop) It affords peculiar gratification that such a message, from the Chief Executive of the United States of America, may be received in every land, from every sky, by peoples with whom our nation is at peace and amity (stop) That this happy situation may ever continue, and that the peace which blesses our own land may presently become the fortune of all lands and peoples, is the earnest hope of the American nation (stop)

(Signed) WARREN G. HARDING.

November 5, 1921

After the ceremonies at the Power House, the guests were conveyed to the Community House where addresses

were made by General Manager Sarnoff and Mr. Young, Chairman of the Board of Directors. General regret was expressed at the absence of President Nally, who was abroad and unable to embark for home in season to participate.

Mr. Sarnoff spoke as follows:

"Gentlemen: Owing to the lateness of the hour and our very earnest desire to return you to New York in accordance with our scheduled time, so as not to interfere with any appointments you may have made for the evening, it is necessary to deny ourselves the pleasure of listening to a number of gentlemen whom I had contemplated calling on to address us today.

"It is a matter of deep regret to all of us that Mr. Edward J. Nally, President of the Radio Corporation of America, should be unable to be present on this memorable day. Mr. Nally has just left Europe today, sailing on the steamer *Aquitania*, and is in touch with us by radio, this radiogram having just been received:

"'London, November 5.

"Owen D. Young, Chairman,

"'Radio Corporation of America,

"'New York.

"'Regretting that important matters relating to traffic for our World Wide Wireless system have detained me in Europe, preventing me from being present at the historical moment of the opening of our great Radio Central station, I send my best wishes for the success of the undertaking. Although the new station is not yet in regular service, its voice has reached every section of Europe and I believe penetrated the furthestmost world distances. It is the clearest signal ever radiated and it will be the potent agency to bring the nations of the world to closer communication and better understanding. I take this opportunity to extend my sincere thanks to all of those associated with me whose skill and energy have carried to such successful conclusion the orders and plans of our Board of Directors.

"'EDWARD J. NALLY,

"'President.'

"Important negotiations abroad in which he was engaged has unfortunately made it impossible for Mr. Nally to attend our opening ceremonies today.

"In the absence of Mr. Nally, it is my very great pleasure to introduce to you a gentleman whom I am sure needs no introduction, Mr. Owen D. Young, Chairman of the Board of Directors of the Radio Corporation of America. If Mr. Young will be so good as to favor us with a few words, I am sure that we shall all be gratified."

ADDRESS OF MR. OWEN D. YOUNG,
Chairman of the Board of Directors
of the
Radio Corporation of America

"I am glad to welcome you in the name of the Radio Corporation of America, and to express our appreciation of the trouble you have taken to come down here to see us open the new station.

"If there be any thrill, and there is a very great thrill in this occasion to me, it is not because of the great technical achievements which have made this station possible; it is not because of the work done, great as it is, by these constructors of the station, but it is that today America is able to lay down in her name, in twenty-eight countries of the world, this message from the President of the United States.

"Just a word about the Radio Corporation of America: Some two years ago when it became evident that this new art of communication might become influential in the world's communications, an attempt was made to mobilize the resources, especially the technical resources of America. This attempt has been successful to the extent that the American Telephone and Telegraph Company, the Western Electric Company, the Westinghouse Electric and Manufacturing Company, the United Fruit Company, and the General Electric Company, joined not only all the inventions which they then had, but undertook for twenty years to come, in the radio field, to turn their inventions in to the Radio Corporation of America, in order that America might quickly develop the best radio communication in the world.

"Our new art heretofore has been suspended in its development by patent litigation by energetic claims of engineers, by the great clash of large concerns and America could not wait for the duplication of the history of the Telephone Company, or the duplication of the electrical industry. She could not wait ten years while her people were fighting, because the communications of the world were at stake, and America's position in those communications was at stake.

"Now just a minute as to the position of America:

"England, because of her geographical position, was the natural landing place of the cables of the world. Realizing the importance of communications of the world, she took advantage, as she properly should, of that geographical location, until if you look at the maps of the communication systems of the world, you will see the great lines running to and radiating from London.

"In this new art of radio communication, America is the center of the world. Why? Because every country in the world desires to get direct communications with America and not to relay through a country on the coast where a cable may be landed.

"It is hardly worth while to develop radio merely for communication within Europe alone. The distances are relatively short, the means of communication—land communication—already developed. Radio is designed to reach out afar.

"Norway has already come, and we are in communication with her. England has already come, and we are in communication with her. France has already come, and we are in communication with her. Germany, with her cables cut, is yet in direct communication with America. Poland, whose Minister is here today, has already come in and contracted for a high power station to reach out directly to America.

"Every country in Europe, seeking to build a radio station, makes one inquiry: 'Will this station communicate with the United States?' and the answer must be yes, or the station is not built.

"Now the question is, has America the courage, the far-sightedness, the skill to take advantage of her geographical position in this great new art, as England took advantage of her position with reference to the cable? Is America ready to take advantage of this, not because she is grasping for something she is not entitled to, but because nature has given her a position on which she ought to realize? Is she ready in this great art to take her place in the communication of the world? That means two things: It means that we must mobilize our technical resources in America in a single unit. It means that we must mobilize back of that unit our financial resources, and back of that, we must have at least the moral support of the Government of the United States. Will America do it?

"Already there has been a charge that the Radio Corporation of America is a monopoly. It is not a monopoly, but if it were it would be a fighting unit of America against the world in the development of communications.

"I have just returned from Europe and I have come to an agreement with the Germans, the English and the French regarding a co-operative development of wireless in South America; because Germany was starting to build a station in Argentine, the French were starting to build a station, the English were, and the Americans were—four stations to do the work of one. Great waste of capital, and that is not all. We know that the wave-lengths in the world are limited and must therefore be conserved.

"And now even if these private companies could afford to waste capital for four stations where only one could adequately do the job, we certainly could not afford to waste wave-lengths on stations operating at only twenty-five per cent of their capacity.

"Therefore, it became necessary, and I am glad our friends abroad recognized it, for us to co-operate, and instead of having four stations in Argentina, we will have one, an International station, carrying messages from the Argentine to all parts of the world.

"We expect a similar station in Brazil, and such other countries of South America as may show need of these communications.

"The reason for Mr. Alexanderson's absence, is that he is in London now in consultation with the technical people of the other nations, laying out plans for these great new stations.

"I am very keen about this communication business. We have in Washington, just about to convene, a Disarmament Conference. When you can no longer appeal to the Armies of the world, you must appeal to the public opinion of the world, and there can be no public opinion of the world unless there be cheap and adequate communication in the world. I venture this assertion; that underlying the success of any program of disarmament is inevitably the development of adequate communications, and this new art promises to be effective in making these communications available everywhere.

"We are greatly pleased that the President of the United States should so far favor us by sending this message from his station.

"The Radio Corporation of America has had heretofore, by nomination of the President, a member of the Government sitting with its Board of Directors. I sincerely hope that policy may be continued in order that America may still go forward in developing these communications with the united support of the technicians, of the capitalists, and of the Government."

On its return trip the special reached New York at half after six. Among the guests were the following:

Prince Razimir Lubomirski, the Polish Minister; Dr. Santos A. Dominici, the Venezuelan Minister; Major General Squier, U. S. A.; General Edgar Russel, U. S. A.; Congressman Wallace H. White, Jr.; Hon. D. B. Carson, Commissioner of Navigation; James C. Edgerton, Chief of Radio, U. S. Post Office Department; Mr. Gano Dunn, of the J. G.

White Engineering Corporation; Dr. Michael J. Pupin; Mr. David Homer Bates; Mr. Hipolit Gliwic, of the Polish Legation; and Messrs. E. W. Rice, Jr., A. G. Davis, G. S. Davis, Edward W. Harden and Frederic A. Stevenson, of the Board of Directors.

Acknowledgments of direct reception of President Harding's message were immediately received from the following countries:

Australia	Honduras
Belgium	Hawaii
Canada	Italy
Colombia	Japan
Costa Rica	Mexico
Cuba	Nicaragua
England	Norway
France	New Zealand
Germany	Panama
Sweden	

OPENING OF RADIO CENTRAL AS SEEN FROM WASHINGTON

At 2:50 P. M., November 5th, everything was in readiness at the executive offices of the White House for the formal opening of the new radio station at Rocky Point by President Harding.

During the morning the apparatus was taken over and set up in the telegraph room, and after a preliminary test to ascertain that the wire was in good condition, all was ready for the big event at 3 o'clock.

The Radio Corporation was represented by Mr. William Brown of Head Office, Messers F. D. Heiser, C. W. Latimer and R. N. Kay. Mr. Ford, the Corporation's representative at Washington, was also present.

3:00 P. M.—Tense, suppressed excitement prevailed among the above mentioned. Would the wire hold good? Would someone at the repeater station do something at the critical time that would spoil the event? Would there be any hitch to the smooth fulfilling of the program?

3:00½ P. M.—The door opened and the President entered, followed by Mr. Foster, one of the secretaries, who introduced Mr. Brown to the President. Mr. Brown explained briefly what the pulling of the switch would accomplish, and President Harding displayed great interest. Then he pulled

the switch marked "Start" and the automatic commenced transmitting the President's message.

President Harding asked if that was his message now being sent out direct from Rocky Point, and on being assured by Mr. Brown that such was the case, he asked how it was that so many countries were able to receive the message from the one transmitter. Mr. Brown explained that every station had been requested to tune their receivers to the wave-length used by Radio Central Station on Long Island, thus enabling them all to hear the message at the same time.

"Well," said President Harding, as he prepared to return, "there is a lesson in this for all of us. We should all be so tuned as to enable us to work one with another."

Mr. Brown then expressed the gratification of the Radio Corporation for the honor the President had conferred on it by so kindly assenting to open the station, and the ceremony was concluded. A breath of relief was emitted by all that everything had worked out so satisfactorily and smoothly: But now, it was not concluded for four unfortunate ones, for after the President had left the room and Mr. Brown had gone and the remainder of the party were dismantling the apparatus, it was recalled that through an oversight the remaining four members of the party had not been presented to the President. Through the kindness of Mr. Foster we were ushered into the President's office and introduced by him.

For about five minutes President Harding talked most cordially with us, for the most part discussing the wonders of radio, showing keen interest in the development of the art. Mr. Ford explained that it was generally accepted that Great Britain was dominant in cable communication but the United States was first in radio activities. To this the President showed his approval by saying: "Great! Good! We want the United States to be first!" Mr. Ford assured the President that everything possible would be done by the Radio Corporation to maintain this supremacy.

After shaking hands again we took our departure, bearing with us the finest impression of the Chief Executive of the United States, and a sense of pride at the honor that had been bestowed upon us in being presented.

A SUGGESTION

Following is an extract from one of the marine station logs, received at Head office: "This Q.R.M. is getting worse every day. If they really intend to reduce armaments, they'd better reduce wave-lengths also."



N. Y. RADIO CENTRAL.

Snapped in the Power House
Left to right—Prince Lubomirski, General Squier and Mr. O. D. Young

HAPPY DAYS



AN event of more than ordinary interest to the personnel of the Radio Corporation took place in Caracas, Venezuela, on August 15th, when Miss Trina Moreno, of that city, and Herman R. von Eichwald were united in marriage.

The bride is one of the most popular young ladies of Caracanian society, and, as is evident from her photograph, unites with her expressive beauty an exceptional endowment of ability and common sense. Mr. Eichwald is to be congratulated on having won one who will be of more than ordinary assistance to him in shaping the course of their future.

The bride's father, Alexandro Moreno, served under President Guzman, and has the unique experience of having been given the supreme command of the entire Venezuelan Army when he was only eighteen years of age.

Mr. Eichwald needs no introduction to the old Marconi men who are still in the ranks of the giant corporation which becomes every month more powerful. When he left the service of the Marconi Company, in 1912, he was Assistant Inspector of Installation, the Chief Inspector being at that time Mr. David Sarnoff, who has since risen to the position of General Manager, whereas Mr. Eichwald is Director of Radio Communication for the Government of Venezuela. It would appear that the Installation section would be a good one to get a job in!

Even as Mr. Sarnoff still finds time now and then to drop into the telegraph room and send out a few thousand words via dots and dashes himself, so Mr. Eichwald can always be depended upon to meet the emergency whenever any problem comes up which baffles his assistants. The other day the motor of the grid chopper supplied by a Schenectady firm burned out—cause as yet undetermined by the coroner's jury—and the chief-in-charge of the Polverine Station (as the Estacion Inalambrica in this city is called) was bemoaning his inability to communicate with ships by ICW. In five minutes Mr. Eichwald had taken apart a fan that was on the table, filed down the shaft to take the chopper disc, mounted the brush holder on six iron washers, and the station was in commission again!

Mr. Eichwald still holds a warm spot in his heart for his old associates of Damped wave days, and he will be, no doubt, a little pleased to know that he in turn is not forgotten by them. WORLD WIDE WIRELESS extends to Mr. and Mrs. Eichwald the most sincere congratulations of the personnel of the Radio Corporation, including Mr. Bucher, and wishes them every happiness in their future.

CONSTANTLY CLAMORING

"There are persons who constantly clamor. They complain of oppression, speculation and the pernicious influence of accumulated wealth. They cry out loudly against all banks and corporations and all means by which small capitals become united in order to produce important and beneficial results. They carry on mad hostility against all established institutions. In a country of unbounded liberty they clamor against oppression. In a country of perfect equality they would move heaven and earth against privilege and monopoly. In a country where the wages of labor are high beyond parallel, they would teach the laborer that he is but an oppressed slave."—*Daniel Webster*.

BORROWING AND LENDING

The habit of borrowing small sums of money, anticipating pay-day, is a pernicious practice and breaks many a friendship. It is no kindness to loan money to a professional borrower—*Elbert Hubbard*.

MARINE COASTAL STATION SERVICE

Mr. Stevens is wearing a broad smile these days over the increase in the marine station earnings of October over the previous month.

We have received a most interesting and helpful report on our coast station service from Mr. C. K. Sturms, senior operator on the S.S. *Zulia*.

The new maps including rates and information regarding the marine coastal station service have been distributed. Any one not supplied or requiring additional copies should make proper request.

The telephone at the New York WNY station, Sunset 7029—has been removed and the station connected into the Broad Street board. Telephone "Broad 5100" for marine information or the New York station.

Numerous reports of moving traffic over long distances have been received during the past few weeks. Chatham (WCC) has carried some of the larger ships practically all

the way across. New York (WNY) recently carried the *Turrialba* from Santa Marta to New York, moving traffic every day.

A CW transmitter will probably be in operation at New York (WNY) by December 1st.

QRU?— QSR— RCA

Q. S. T.

Cape May, N. J.
Nov. 8, 1921.

Mr. T. M. Stevens, Assistant Traffic
Manager (Marine)

Radio Corporation of America,
New York.

Dear Sir—

The manager and staff of the Cape May station, through the columns of the World Wide Wireless, wish to express their personal thanks to operator "HQ", of the S/S "Munamar", KUI, for his cordial co-operation in the handling of traffic, in connection with this station, both to and from ships.

We are glad to note that, recently, the operators on the S/S "Zulia", KDZ, have been following "HQ's" practice, and, on the last trip north, gave us considerable assistance in the handling of traffic to us from other ships. We are desirous of having the operators know that this assistance is appreciated by us; and that it all helps to build up a strong relay system, whereby we may clear ships of this company more quickly, and render better service.

It might be well, in passing, to say that ship operators should understand that the reason we often do not answer their calls at once is, that NSD is either busy on 600 or 800; and, being only about

one-half mile apart, we can hardly both work at the same time.

Very truly yours,

W. P. KENT,

Manager.

NEW YORK
64 BROAD STREET

BROAD STREET was well represented at the recent dinner of the Static Club at the Hotel Astor, no fewer than eleven members partaking of the good cheer provided. Mr. Sarnoff's talk on the future of radio was a real inspiration, and to those of us who are wrestling with the immediate problems of the business, and whose horizon is largely on that account necessarily more limited than that of the General Manager, a revelation. There are times, of course, when we allow our imagination free rein; when we visualize radio as we believe it will be five or ten years hence, but even the most optimistic of us had scarcely dared to paint as vivid and imaginative a picture as Mr. Sarnoff drew. In our close proximity to the pressing and daily problems of radio we are apt to lose, or in some cases never to develop, that breadth of vision which is responsible for every notable achievement in the world of science or business. It is for this reason, amongst others, that we would welcome more frequent opportunities of getting together and obtaining the other fellow's viewpoint.

The great event of the month was the official opening of the new transmitter at Radio Central by President Harding on November 5th. As a full description of all that took place will doubtless be found elsewhere in this issue, suffice it to say that the smoothness with which everything went off indicated careful planning and systematic execution, and the Traffic department is to be congratulated on its not inconsiderable part in the memorable event.

The Misses Brown, McInnis and Millea of the head office staff were interested visitors at Broad Street during the inaugural ceremonies at Washington and Radio Central, and displayed keen appreciation of the epoch-making event and the transmission of the President's message to the world.

Messrs. Henderson and Sheehy recently returned from their respective honeymoons and have now settled down more or less to the old routine. We heard a good one on Henderson a few days ago. It appears that on one of his numerous visits to Philadelphia—this happened before he was married, of course—a ban was placed on spooning in the parks. Natu-

rally, his girl had her own very strict ideas as to the propriety of kissing in the streets, and poor old Henderson was in the dumps. His spirits revived somewhat, however, when he saw a man at the railroad station kiss his wife farewell. With Henderson, to see was to act. Rushing his girl towards a crowd hastening in the direction of a train, he bade her a fond farewell, and as soon as the train pulled out moved over to the next platform and again began to say good-bye. He kept this procedure up for awhile until a private detective, who had been an interested spectator of the whole thing, came up to him and said: "Say, why don't you go downstairs and try the Schuylkill division trains? There's a train leaving there most all the time."

Congratulations to Mr. John F. Schaub of the Service department who was married recently to Miss Patricia Lauro. The honeymoon was spent at Atlantic City.

The following births are announced: October 25th, to Mr. and Mrs. Norman Leslie, a son; October 29th, to Mr. and Mrs. W. K. Johnson, a son; October 28th, to Mr. and Mrs. Reed, a son. We understand that all are progressing splendidly, even the fathers.

Mr. Chadwick spent another week on his farm, and in the delights of house-painting, etc., found much needed relief from the daily grind.

Mr. Weaver also forgot work for a spell, and spent the time by the sad sea waves at Manhattan Beach. In view of the smuggling that is alleged to have been going on in this vicinity we can understand its potent attractions. It is not so much the ocean breezes as for that which breezes in.

The organizations of the "Clickers" has attracted considerable attention, but we must now sit up and take notice of the Broad Street Accounting department which is twenty-eight strong. It is claimed that most of the girls are good cooks and those who were present at the Hallowe'en party that was held Saturday afternoon, October 29th, are in an enviable position to vouch for the truth of this assertion.

The committee consisted of the Misses Wohlgemuth, Collins, Sinnott and Blankford, who are to be congratulated on the entire success of the affair, and it is hoped that this party is but the first of many.

Joe Conway, the tenor-baritone, rendered "No Matter How Fast the Fish Swims He Never Sweats." He was ably assisted by Jim Robinson, who also performed on the banjo. Jim is a rising song writer and composed for the occasion the following:

"You don't mean to tell me that
You haven't heard it yet; What?
Why, the Radio Quartette," etc.

Miss Collins surprised the party by giving an exhibition waltz. A lady friend of Miss Toor ably entertained with songs and dances. The girls, ensemble, rendered "Peggy O'Neil" very sympathetically. We know that was the name of the piece because we saw the title on the book when they had finished. Mr. Ekstein furnished canned music for the dancers. During the game of "Route" Leo Weill, known as "Lightning," went to Paris via the GB circuit. Refreshments were freely distributed and we saw a well-filled tray passing into the Superintendent's office.

Mr. Hutchinson announced that he would conduct natural history classes in the near future (he is making a special study of the Killielou bird).

Mrs. Fox discovered a toothpick in her cake and, according to Hoyle, this means she will not marry again. We have our doubts, though.

Mr. Hills was toastmaster, and located as he was, next to Bob Smith, they kept things moving out of sight.

Manhardt and Rice were always together, since they rendered that pathetic little ditty, "They Are Not Safe Without Each Other." Ask Leo.

Miss Pollinck is wearing a fine scarf. Joe says its very becoming and we certainly agree with him.

Just before going to press the polls were opened and a Committee of Welfare elected. It is forecasted that at all future social events of the organization, Broad Street Accounting department will be well represented.

When is the next?

We notice it takes Mr. Senger just about the same time to put on *his* coat at night as it does Miss Wohlgemuth to put on hers. We wonder why?

NEW BRUNSWICK

WE were all seated in the living room. Everything was peaceful, quiet, calm and serene: but not for long.

The spell was broken by our Mr. Dynamo Tender, who roared his disapproval of our write-up in the last issue of WORLD WIDE WIRELESS with long, drawn-out terms which none of us understood as they do not appear in any of the latest dictionaries. However, we were greatly impressed by the seriousness of his speech and he was handed a rattle to play with.

If some of our Assistant E.C.'s side-kicks in New York Office could only see him about Thursday or Friday of each week when he is completely hidden behind real black whiskers, you would wonder where he left his pack. And so proud of them that he surprised the best barber in Bound Brook by telling him he didn't need a shave, but might be around

in a few days. It seems as though he has been saving his shave money, for he is now the proud possessor of an Overland roadster, having traded in the other flivver.



The picture shows a few of our gang, reading from left to right: Assistant E.C. Carter, D.T. Sabine, S.E. McGeorge, Chief Rigger Dunn, Clerk Belanus, Rigger Van Doren and Lineman Lown.

We are all doing our bit, and going strong. Even Prince is on the job putting in eight hours a day hunting rats in the power house, and chasing sows from the vicinity of No. 1 towers. Jordan is having lots of fun with the inventory—Dynamo Tenders shining up and keeping spiders from crawling on the alternator shaft, Shift Engineers learning the Beaufort Scale of wind velocity and how to handle a broom and dust cloth, etc. And now New Brunswick is real pretty.

Talking about Shift Engineers and their assistants, one of our prominent D.T.'s after a short sojourn in New York on his 32 off, came back with the following story: His proud ma asked him what his duties were, and he explained in lengthy terms how to read a thermometer. Then he told her about his boss, the honorable man above him (meaning up on the gallery). He told her this man had the title of Shift Engineer, whereupon she inquired as to his duties. When he was through and standing proud and haughty, she exclaimed that she thought that the term Shift Engineer meant a mean who shifted things around the place, in terms of labor parlance meaning a laborer.

N. Y. RADIO CENTRAL

EVERY now and then our Chief busts out whistling a little tune as he sits at his desk. We wonder why, and what it's all about; he never used to whistle while down at Tuckerton.

You who know Schaefer, know as well as we do that George is a devil among the ladies. Now, listen to this, but don't think we are telling just because we got bit by George's anchor. This particular time we're telling you about, mind you, this time in particular, George didn't make a hit with the lady—he got hit by a lady. To be more exact, it was a young blonde lady who did the *mashing*. You shoulda seen George's Dodge; the rear end was wrapped around the steering gear and they carried it away in a basket. George has hired a lawyer for five dollars (\$5) to prosecute his case and the lawyer says it is 7 to 1 he will win. The *one* is, you can't trust juries and young blonde ladies.

'Andsome 'Arry Sparks is now in possession of one benzine buggy, and she always hits on four—sometimes wheels, sometimes cylinders. She emanates terrible odors and noises, but boy, she snorts up Bunker Hill like as if she was going somewhere and knew she was coming back. She has a kick like home brew, and only the other day Schaefer pulls in from Port Jefferson in his Hudson super-six and was wiping his feet on the door-mat as Harry glides up and said he would have beat him down from Port Jeff, only he stopped to buy a newspaper.

Mr. George Crapo, President of the local order, Amalgamated Bridge Players Association, has returned to the United States after a short visit to his old home in Marion. I ain't swearing at you, I'm only telling you.

Dynamo Tender Martin, globe trotter and telegraph artist, has serious matrimonial intentions, we think. Matrimony is a serious thing any way you look at it, but for your sake, Will, we hope it proves to be a downy bed of roses and plum duff.

President Harding opened Radio Central November 5th and it was truly a gala day long remembered. Machine and switchboard shining and draped with flags, and a picture of our President, made a very pleasing spectacle for the large number of visitors who came out from New York City. All construction was stopped for the day and everyone was conscripted for the service where he was the most useful, ranging from information bureau to traffic manager. Everyone did his bit and promptly at 3:00 P. M. President Harding opened Radio Central, sending his message broadcast to the

world. The message was made audible to everyone present by a series of electric horns placed in the sending circuit, and as the message went out a copy was placed in the hands of everyone. A tour of inspection and two brief talks to the guests assembled in the Community House completed the itinerary of the successful opening of Radio Central.

Dynamo Tender Schou discoursed thoroughly to everyone on the relative merits of the liquid rheostats, but in spite of his explanations, one visitor claimed he had a *still* home, but it wasn't like this one of ours.

It is mean to tell this about Frank, so you folks up at Marion must keep it away from Katie. It seems that Kremp and Snyder are gunning mates, and last week they were duck shooting. Frank run 'em down and when they lit on Will's gun-barrel he shot and blew the bird out to sea. Frank had to do the retrieving and when he brought in the prize a lady had appeared on the scene of battle and Frank had to grab his clothes and gun and make a dash for cover. Editor's Note: We took the *prize* out in the back yard and buried it.

Why does Mr. Kohl do favors for Mrs. Rebecca Leavitt—our cook—we're wise to you, Mr. Rigger, we saw that extra piece of pie. It's this way: Levi trains the pup and the cook trains Levi. The aforementioned Levi says: "One word from me to my wife and she does as she pleases."

WASHINGTON

GREETINGS from Washington (the Corporation's latest extension) to the WORLD WIDE WIRELESS. The present staff of two is having a wonderful time mingling with the celebrities of the world and exchanging greetings with the Conference delegates. Perhaps we should number our staff at four, for we have two messenger boys. The bright appearance of the lads in their uniforms causes no little excitement in the streets. Already the number of high officials who have commented on them is beyond counting. We did hear that one young lady had remarked to her friend when passing our boys that they were special carriers imported by Marshal Foch for carrying his baton and other regalia, but we cannot vouch for the accuracy of the story.

We are located in the new Navy Building, just opposite the Pan-American Building, where the Conference is taking place, so the delegates will not have far to go to file their traffic. The circuit is set up in the Navy telegraph room, and downstairs we have a space in the corridor together with other telegraph companies, which, set up with a counter and desk, forms the counter and delivery departments.

So far we have not had much call on us from R.C. to provide work for the messengers, and we are not complaining of overwork. Apart from walking about fifty miles each day chasing heads of various departments in the State offices, F. D. H. says he has nothing to do. He claims his shoes are the evidence of his work at Washington, for up to date they have paid two visits to the shoe-yard for rebuilding. He thinks it's far easier to reach the President than to see some of the "heads" he has been looking for. Kay has purchased a cushion which he carries back and forth to the Navy Building each day, for he says sitting on a chair for eight hours looking into a silent resonator is "harder" than working; but we are not worrying. We expect Broad Street will be called upon to cover WN. for the best part of twenty-four hours; and then we hope R.C. will do the utmost for our traffic, for we are up against real strong competition from the cable companies.

Washington is gaily decorated with the flags of the Allies at the present time in honor of the occasion (we don't mean the occasion of our presence!), and the chief feature of decoration is well worth a little description. It is a jeweled arch now in course of erection at the cross-roads near the new Navy Building. The towers, one on each side of the street, are wooden structures about 50 feet in height, covered with cloth and dotted with prismatic glass stones. The arch, also, consists of designs formed of these stones, and the coloring effect when light falls upon it is simply wonderful. Searchlights are being installed at four points to play on the structure, so the result will surpass a brilliant display of diamonds.

Next month—providing the Conference is still in session and we are still here—we will contribute further news from WN., which we trust will be of some interest.

CHATHAM

AS a bird by the handle of W. Shakespeare remarked some weeks ago, WHOA IS US,—the reason of said woe being that things are no longer like they used to was, and this WSO of ours gets quieter every day—nowadays we have nothing but silence in large chunks. We hear no more—HEY FELLA, or HEY GUY since Mr. McElroy subtracted his presence from our landscape, and it might be said that the boys have recovered from—HEY fever.

Another welcome change is that the boarders on his—MY's—old table seem to be faring better nowadays, because be it known to all and sundry that Mr. MY yodeled a very fluent soup, and was the daddy of two very industrious bread

hooks. He will be more at home in the city "wot" has no pity, as there are several more people live there than at Chatham.



CHATHAM BASKET BALL TEAM

Left to right (back row)—Golder, Lynch, Lood (manager), Strong, Pfautz. Front row—Titow, Rigby (captain), Higgins.
(Monogram does not mean Ratcatchers Association)

How-the-so-ever, if the bunch here would only keep up their matrimonial activities of the past few months we would soon even up matters; our latest benedict is Mr. Holm. He came home recently and casually announced with a face as red as three hundred overripe tomatoes that he had taken the ether—congrats and sympathy was handed out in great, generous gobs, and that's that.

Some of the boys have their cars in the garage now, having pontoons built and propellers attached thereon—preparing to chug-chug down the Cape Cod Canal when the zero hour arrives. We just thought we'd warn you, so if you see a queer-looking procession steam up to the Battery some day in the near future don't blame it on the home brew. Nay, nay, Xantippe, that will be the Chatham special—and a little pink Ford shall lead them.

Rumor has it that nothing short of an earthquake could upset Joe Lynch's watch. However, when said six men and true arrived at mid one night this week, things were running normal—one may say abnormal, for the RQ table was even clear! The Java was being dispensed and the night had every appearance of being soft, with Morpheus getting the upper hand. However, around 1:45 A. M. the first tremors were

felt, and NY chimes in with "Christians, seek not yet repose, for verily I say unto thee RD goeth West."

ACT ONE:

The stage (?) is set. Brownlie sleepeth. Strong goeth unto him, taketh him by the right hand and raiseth him; and so it goes on until daybreak finds us *still* copying our old friend's POZ, and the heroic mid-watch, in between breaks, praying their reliefs won't be late.

At noon we rang down the curtain and we wonder when it will ring up on Act Two.

What are you men at RC doing to POZ? Our modesty prevents us quoting the compliments POZ paid to WSO.

Our staff has been considerably depleted on account of RC taking over reception from POZ, but CM is still handling considerable traffic from LCM, OUI, and long and short wave marine sets.

The following is an extract from the CHATHAMPORT SERVICE GAZETTE:

PROMOTIONS TO GHQ

F(1)ag Lieut. W. F. Webster
Head Captain T. R. McElroy
Shavetail K. W. Johnson

DEMOBILIZED

Top Sergeant J. V. Maresca
Private Yale Abe. Golobe
Private D. G. Jerauld
Private B. L. Barrett
Bugler T. Young, Jr.

DESERTED

Bugler R. R. Jordan

RETIRED WITHOUT PENSION AT OWN REQUEST

TRANSFERRED TO NEWPORT, H. A. Carder
RHODE ISLAND
Corporal J. T. O'Mara

GONE BUT NOT FORGOTTEN

W. C. Connolly
C. M. Wickes

OH, HOW I MISS YOU, DEAR OLD PAL O' MINE

RADIO PROVIDENT DANCE

A happy company of some 200 Radio employees and their friends greatly enjoyed the evening of November 17th, at Leslie Hall, 83rd Street and Broadway, New York City, fine music being furnished by Schmidt's orchestra. General Manager Sarnoff and other officials participated in the festivities. The handsome costumes of the young ladies were much admired, and the affair was a success financially, thanks to the tireless activities of Mr. Kaminsky and his able committee.

MARION

HALLOWE'EN found a very interesting party taking place at the Marion station staff quarters. The usual spooky games were played, and everybody present expressed the opinion that it was one of the most pleasant parties held at the station. All the married members of the staff and their families were present, and as this constituted quite a family gathering, there were very few outsiders. As usual, Mrs. Higgins did the honors with the eats. Cider was used as a thirst quencher, and proved to be very satisfactory. One of the spookiest games was proposed by Mrs. Moore, and every one of the fair members stuck it out, until some one passed Miss Higgins and Miss Briggs "the dead man's eye." This was in the form of a nice juicy, cold clam, and was passed under the table in a darkened room. No sooner was the "eye" received into the unsuspecting dainty hand of Miss Higgins, than the most terrific scream was screeched out, while both the above mentioned misses slid under the table and out of sight. The uproar caused two infants asleep in an upper room to awaken, and Mrs. White and Mrs. Moore were compelled to urge their offspring back to the land of nod.

Our machinist, Sam Campbell, has been so busy lately that he says he fears he won't have any more use for his car. He, therefore, makes application for insertion of an ad in that column you are going to run to dispose of all surplus junk.

Referring again to the column mentioned just above, we would suggest that that unbreakable Ford car that was so graciously praised up at the Chatham station be included in the sale of junk. We thought that this was a real car from the description of it, but it seems that on the day when we wanted it the worst to come after a couple of tubes and some transformer oil to Marion, that the thing had acted just like any other old lizzie, and had laid down and died of a busted heart. We thereupon sent Wicked Wixon out in our Ford, which never lays down when we really want it. Our Ford seems to have an understanding of the responsibility that rests upon it, and we understand that its continuous association with Wicked Wixon, sometimes working overtime, is the reason for its wonderful performances.

CHRISTMAS STOCKINGS

REMEMBERING your goodness in other years, here we are again for our CHRISTMAS STOCKINGS for the poor!

Last year the members of the Radio Corporation staff furnished Christmas to 150 little children who otherwise might have had none.

This year we want to include whole families; and be-

cause of the unemployment situation and the consequent suffering among those out of work, we are planning to furnish a Christmas dinner to as many families as our funds will permit and to give them some of the necessities of life to help them through the winter.

Our efforts will be directed toward the purchase of warm clothing and other necessities; a basket of provisions which will form the basis of a Christmas dinner, and at least one toy for every child in the family.

Your co-operation is solicited, and will be appreciated by the committee.

THALIA N. BROWN (President's Office),
Chairman.

HEAD OFFICE

President Nally arrived from England on the *Aquitania*, November 11th.

H. H. Beverage, Engineer, sailed for South America, via England, on the *Aquitania*, November 15th.

General Superintendent Isbell, of the Pacific division, has returned home after a three-weeks visit in New York.

Traffic Manager Winterbottom, Engineer Latimer and William Brown, Attorney, were in Washington recently.

E. E. Bucher, Sales Engineer, has returned from a business trip to Pittsburgh.

Assistant Engineer Reoch recently paid a visit of inspection to Marion.

W. S. Purser, Assistant Traffic Manager, and G. S. Whitmore, Assistant Superintending Engineer of the British Marconi Company, London, spent a few days in New York recently inspecting the plants of the Radio Corporation.

The Clicks are forty-one strong. They are up to something, working to help fill the Christmas stockings, but that is not all and they will bear watching.

OBITUARY

With deep regret we announce the death from ptomaine poisoning, October 30th, of Ralph D. Greeman, at Belmar station, where he was employed as Custodian and test operator. His mother survives him. He was twenty-five years of age and had been in our service just a year, most of the time being employed in the Research department at Eastport, L. I. He was deeply interested in his work, and was a general favorite among his associates. The funeral service was at Waterford, N. Y. We extend sincere sympathy to his family.

THE STATIC CLUB

THE fall dinner of the Static Club was held at Hotel Astor, New York, November 3rd, 66 members being in attendance. President Goldsmith presided in his usual happy manner. The guests were Mr. George S. Davis, of the Board of Directors; Captain Powhatan Page, of Buenos Aires; Mr. Thomas F. Logan, of the Publicity Bureau; and General Superintendent Isbell, of San Francisco. Officers for the ensuing year were elected as follows:

President—G. Harold Porter.

Vice-President—Alexander E. Reoch.

Secretary—L. C. Everett.

Assistant Secretary—S. M. Crocker.

Treasurer—Marion H. Payne

The orator of the evening was General Manager Sarnoff, his subject being "The Future of Radio." He delivered a masterly address, and held the closest attention of his hearers. The evening was greatly enjoyed by all, and the members are already looking forward to the February meeting.

EASTERN DIVISION.

NEW YORK

ENOS L. ROVA, a former Pacific coast man, but who has been running as senior operator on the *City of Atlanta* since last December, secured a two-trip leave of absence this month. The leave was for the purpose of enjoying a honeymoon trip to Washington, D. C., and other places of interest. He was married in Boston on November 3, to Miss Catherine Quinton, a young debutante of that city.

Dr. Alfred N. Goldsmith, Director of the Research department, recently addressed an interesting letter to this office in which he praised the work of Operator Paul G. Bergin, formerly of the *Munamar*, but now on one of the Shipping Board fleets at New York. The letter follows:

"We have just received a report of the tests of the Uni-Control receiver on board the S.S. 'Munamar' and have removed the apparatus from the ship.

"The tests and the recording of the results were carried out by Chief Operator Paul Bergin and Junior Operator Anderson Offutt. We are pleased with the thorough

way in which these men have carried out their work and their evidently earnest and intelligent method of reporting their results. We feel that they deserve distinct commendation for their efforts. We wish also to thank you for your interest in this matter."

From reports received from E. P. Caffall we learn that his ship, the *Naugus*, encountered a typhoon of exceptional severity on July 22, while en route from Dairen to Manila. During the storm the vessel lost steerage way, which meant that she must run in the trough of the sea, resulting in violent rolling. The velocity of the wind was judged to be about 150 miles an hour. The water was carried through the air so thick that the officers on the bridge could not see the foremast. Much damage was done to the ship but the members of the crew came through unharmed.



THE NAUGUS

William A. R. Brown was on the *Maracaibo* when she, upon leaving her pier outward bound to Venezuela, struck a navy vessel which was passing and caused such damage as to necessitate considerable repairs. The vessel is still in dry-dock. Lester Marholz was junior operator.

Brown has since joined the Standard Oil steamer *Rayo* in place of Lister D. Payne, who transferred to the *Steel Engineer* now en route to Marseilles and Genoa.

Herbert L. McCeney is on the *Mundale* relieving Arthur W. Sanford, who is sick at the Marine Hospital, Staten Island.

Also confined at the same hospital are Joseph H. Gately, who is ill with malaria; William H. Barry, who was removed from the *Gdansk* by an ambulance several weeks ago; W. P. Doty, a former operator in our service but now of another service, and another operator whose name has not yet been learned.

F. A. Almquist has resigned from our service and now has a nice steady job "conducting" travelers along a main thoroughfare of New York at a jitney each, all of which goes to the company because Almquist has always been noted for being an honest man, and besides it is a p.a.y.e type and all the jits are dropped in a glass bowl through which they enter a register.

Joseph Jacobs transferred from the *Commonwealth* to the *Providence* and William De Mello changed from the *New Haven* to the *Mohegan*. I. G. Berman made two trips on the *Mohegan* during November.

J. J. McNamara is now on the *Tulsa*, en route to European ports.

George W. Rogers left for the Far East on the *Montgomery City* on November 5. Previous to his sailing Rogers married a girl he has known since early boyhood, and a couple of days after had to break the news that he is going on a long trip of perhaps a year.

Oscar Foy, the well-known speed artist, is now on the *Swiftscout*. Previous to his leaving, Mr. Foy delivered one of his famous lectures on mind power, which was well worth listening to. At the close of his talk he showed us a poem which we thought is so good the WORLD WIDE WIRELESS should have it. We thereupon borrowed it from Foy:

HE DID IT

Somebody said that it couldn't be done,
But he, with a chuckle, replied
That "Maybe it couldn't," but he would be one
Who wouldn't say so till he tried.
So he buckled right in, with a trace of grin
On his face. If he worried he did it.
He started to sing as he tackled the thing
That couldn't be done—and he did it.

Somebody scoffed: "Oh, you'll never do that;
At least no one ever has done it."
But he took off his coat and he took off his hat,
And the first thing we know he'd begun it.
With the lift of his chin and a bit of a grin,
Without any doubting of quiddit,
He started to sing as he tackled the thing
That couldn't be done—and he did it.

There are thousands to tell you it cannot be done;
 There are thousands to prophesy failure;
 There are thousands to point out to you, one by one
 The dangers that wait to assail you.
 But just buckle in with a bit of grin,
 Then take off your coat and go to it;
 Just start in to sing as you tackle the thing
 That "cannot be done"—and you'll do it.

BOSTON

MISS CATHERINE MAY QUINTON, of Roxbury, Mass., has become the bride of Enos Lynn Rova, senior on the *City of Atlanta*. We extend to Mr. and Mrs. Rova our very best wishes for a long, happy journey through life.

Robert Fox has left a perfectly good Mexpet tank, the *W. L. Steed*, and Paul Platt has profited thereby. We tried to point out to Ralph Rice that opportunity was knocking at his door with brass knuckles, but he wasn't impressed. Ralph has a Scandinavian vocabulary he wants to use, and it runs something like this: "Jag onskar i drycke."

J. A. MacLean and J. A. Harper joined the *Nacoochee* at Savannah. We are glad to see the old wagon again in service and hope it will stay so, even as the Savannah Line's Boston wild-cat.

Frank Justice is making a trip on the *Perfection*.

Henry Munroe is keeping the home fires burning.

And everybody else at the Hub is about the same as usual, thank you.

BALTIMORE DISTRICT

AFTER fourteen months' absence, Thomas E. McCauley is with us again after leaving the *Eurana* at Port Said where she is laying up indefinitely.

District Manager Gilpin of Norfolk stopped in to see us the other day.

Mr. T. M. Stevens, Assistant Traffic Manager (Marine) was also a recent visitor.

The *Cubore*, of the Ore Steamship Corporation, was recommissioned after a lay-up of several months. F. M. Myers took the assignment.

Hubbard McCauley, ex *Lancaster*, was recently assigned to the *Tuscaloosa City*, en route for the Far East. This makes Mac's fourth trip to the Orient.

Clair (Shorty) Warner was detached from the *Loretta*

several weeks ago after a trip to China. Shorty has again left for winter quarters in the Middle West and was suffering with a severe indisposition when he departed. We trust by now that he has entirely recovered.

We note from the Pacific Coast reports that our old friend F. R. Smith is now on the *Queen*. Rumor has it that Smithy will be back in Philadelphia by New Years.

We have just received word to the effect that Franklin Mousley, ex-Marconi operator, now Shipping Board Radio Supervisor at Norfolk, is a newly-wed, but we have received no conformation.

PHILADELPHIA DISTRICT

TWO of our most husky bench warmers are now on the high seas. They are E. W. Rogers and M. S. Tinsley. Rogers fed the operators at Philadelphia for several days on chestnuts received from his sister in North Carolina. The fact that the ratio of worms to chestnuts was approximately two to one, made no difference to the hungry ones.

We have special reasons for linking the above two names together. Rogers gained so much weight while resting at Philadelphia that our bench collapsed under the strain. Tinsley volunteered to save the bench from utter destruction and endeavored to repair said bench. However, the nails were either made of soft material or the bench was too hard; anyhow, every nail bent double instead of going in. Rogers eventually came to the rescue and we again have a resting place for the weary ones.

J. W. Ashmore, former inspector at Philadelphia, is now assigned to the S.S. *Sunbeam*.

C. R. Hahn was assigned to the new tanker *Robert E. Hopkins*, which was recently equipped at this port with a P8-A transmitter.

F. R. Clark, recently of the S.S. *Atlantic Sun*, has been assigned to the new Gulf division tanker *Wm. Boyce Thompson*. C. L. Styer relieved Clark on the *Atlantic Sun*.

Paul P. Seivers has been assigned to the S.S. *Paraguay*. Seivers has just returned from an enforced vacation. He says: "From now on, Radio will be used strictly for business purposes only, as far as I am concerned."

Wedding announcements were recently received by the Philadelphia office force from Mr. Mousley, Radio Supervisor, at Norfolk, Va. Congratulations, Frank.

Alexander Campbell returned to Philadelphia from the S.S. *Independence Hall*, which vessel tied up indefinitely at Norfolk, Va. Campbell was away ten months trading between South America and European ports.

GULF DIVISION

ROY S. HOOD, after combing the beach at Galveston for some time, has now relieved Arthur L. Kirbach on the *West Totant*.

Harry Bachman was assigned to the *Dillwyn* when she was re-commissioned after a year's idleness at New Orleans.

Louis G. Kirschenblatt, after a two months' leave of absence, is now in charge on the *Hancock County*.

Edwin D. Aber has re-entered the service on the *Panuco*, relieving Albert Towner who had to hit the beach, owing to his license having expired.

Charles B. Buddecke has been assigned to the *William H. Doheny*.

William H. Jeffers has been assigned to the *Memphis City*, and is now en route to ports in the Asiatic.

Edward J. Olson has relieved Julian D. Arnold on the *Baton Rouge*.

Harvey N. Meisenheimer has been assigned to the *Eastern Victor*.

Some of the other assignments made recently are:

Vincent Fertitta to the *Charles E. Harwood*; H. F. Knowles to the *Elkhorn*; Pierre Lacoste to the *Garibaldi*; C. G. Moseley to the *Freeport Sulphur No. 6*; Bernard P. Sloane to the *Lorraine Cross*; Louis Jurgensen to the *Howick Hall*; Paul R. Cassidy to the *Danville*; G. M. Exerjian to the *Hegira*.

John A. Laurent, after having held down in a very creditable fashion, the job of shop electrician and storeroom keeper at New Orleans, has resigned from the service, as has also A. C. Huber, inspector, at the division office for over two years. Messrs. Laurent and Huber have formed a partnership to engage in the battery repair business. They were succeeded by Ross Wood and William L. Rothenberger, both until recently connected with the radio service of the Shipping Board at New Orleans.

District Manager Broussard has recently enjoyed a very pleasant trip to Tampa, where he renewed friendships both in and out of the service.

W. F. Franklin was in temporary charge of the radio on the Flagship *Cuba* where he had a chance to get further acquainted with the dear old city of Havana. We understand that he took advantage of the opportunity.

Wedding bells have been tinkling again in the district when Oliver Treadway of the *Estrada Palma* and Miss Janice Roberts of Key West decided to take a plunge. The happy pair are staying at the Sevilla in Havana for their honeymoon. Here's how, Oliver.

Harold Ely is temporary operator on the *Palma*, but says he wishes Oliver would finish with his honeymoon so he can go back to his own true love, the *Henry M. Flagler*, which he says is the best in the fleet.

P. Pelham Nisbet is getting to be a fixture on the *Miami*—almost looks like a part of the ship, eh?

John M. Carr and his floating residence, the *Joseph R. Parrott*, are laid up at Jacksonville where John says the climate is fine. It has been said that alfalfa grows well up there, too.

J. E. Kane of the *Governor Cobb* was seen to have a very studious look. Some of the boys are trying to figure out whether he is engaged in trying to figure out some problem in calculus, or the disposition of some young lady around hereabouts.

GREAT LAKES DIVISION

BY the time these few words go to press, practically all of our passenger ships and bulk carriers will be tied up for the season, as King Winter will be upon us in all his glory and whiteness. However, we have enjoyed a more successful season than was contemplated prior to the Spring opening, as all but two ships were placed in commission some time or other during the season.

Now, that the season is over and the shipping depression still exists on deep water, the operators who have been employed are in a quandary as to what disposition they will make of their services for the next three or four months. As a majority of the Great Lakes operators are of the saving kind, it should prove an easy matter for them to keep the wolf away until next Spring's "let go" is shouted from the bridge of their vessel.

An interesting communication was received from "Hi-Life" Monde, of the *Richard J. Reiss*, in which he reports that, when his vessel was fog-bound a few miles off White Fish Point at the entrance to White Fish Bay, they resorted to the steamer's siren and the radio circuit in rounding the point. In addition to a radio station being located on White Fish Point, there is a lighthouse and fog whistle, but due to the wind blowing in the wrong direction, the fog whistle ashore could not be heard aboard the vessel. As this is a ticklish spot to be in, Monde requested of the operator on watch at the radio station as to whether or not he could hear the steamer's siren, and upon securing an affirmative answer, suggested to the master the idea of securing directions from the shore station operator by continually blowing the ship's whistle and getting instructions from the shore operator as to the

vessel's direction from the coastal station. It worked out satisfactorily, and the master was able to pilot his vessel via a chart route, without mishap. This whistle-radio circuit worked out similar to that of a radio compass circuit; but, of course, had the vessel been several miles further away from the shore, the siren would have been of no avail on account of the distance.

A recent visitor was C. E. Mowry, of the *Ashtabula*, his vessel having been tied up for minor repairs for a few days. Mowry has a good berth, knows it, and is sticking very close.

The recent purchase by the Ann Arbor and Pere Marquette Railroads of the Frankfort, Ludington and Manitowoc coastal stations from the United States Naval Communication Service, puts these stations once more on a strictly commercial basis. The bulk of traffic handled through these stations originates on the nine A. A. and P. M. ferries running across Lake Michigan, and the tricks are considered pretty fair positions on account of service being maintained at least ten months of the year, and in many instances, when the winters are mild, for the entire year.

Joseph E. Carroll had an interesting twenty-four hours when his vessel, the *Western States*, a one-man ship, broke down enroute from Detroit to Cleveland. Tugs were called to the vessel's assistance and she was towed back to Detroit. Carroll handled the situation in good shape, and had plenty of traffic to contend with prior to the docking of the vessel.

The construction men in both the Cleveland and Chicago Districts are piled up with work, dismantling and placing in storage equipment removed from laid-up vessels.

PACIFIC DIVISION SAN FRANCISCO

THE event which was mentioned in our last issue has become an accomplished fact and our chief operator has become a benedict. We welcome Mrs. Johnstone as a new recruit, and wish them both many happy returns of the day.

Installer King succeeded in rounding up two more tankers and equipped the *F. H. Hillman* with a P8 A set and the *H. T. Harper* with a P8 set which has been wound for 230 volts D.C. and equipped with an 800 meter attachment. Operator Frank Geisel has been assigned to the *Hillman*. We are pleased to state that Geisel can be depended on to take any ship at any time, and for this reason have assigned him to the new tanker as a reward for his willingness and co-operation, and wish that there were many more with his spirit. Operator Soderstrom is in charge of the *Harper's* equipment. The vessel is electrically equipped throughout,

including the cooking and winch driving apparatus. The radio room is luxuriously furnished and we expect Soderstrom to keep the outfit in the same orderly condition that he has always maintained on previous assignments.

Fred Cookson has been assigned to the *Colusa* as junior, enroute to South America.

The *Admiral Goodrich* is again in commission with R. W. Thorson and George Renish at the key.

B. C. McDonald and Charles Lowell are bound for Taku Bar on the *Royal Arrow*, lately re-commissioned, after a three month lay-up.

The *Nanking* sailed for the Orient with Hancock and Burr again in charge after a two months' leave of absence. Bill Breniman is happy again, having returned from the wilds of Colorado, and is now on the Shipping Board steamer *Rotarian* on the South American run.

SEATTLE

CHARLES LAIRD, formerly second on the *Spokane*, is now Chief on that vessel. Elmer Moe is second on the *Spokane*, having been transferred from the *City of Seattle*.

T. A. Kinsey is on a hunting trip, until the *City of Seattle* is again placed in commission.

When the *Admiral Watson* leaves this trip she will have a new second, Mr. Newbill, who relieved O. Anderson. Anderson's home is in Portland, and arrangements were made to place him on the *Senator*, which vessel is at present on the San Francisco-Portland run.

The *Queen* has tied up for an indefinite period. T. Haire is temporarily on the *Admiral Farragut*, while M. Koupal is visiting his folks at Eugene, Oregon.

Lloyd Benson is temporarily on the beach.

W. H. Carlton, who spent the summer on the yacht *Aquilo* is now junior on the *Admiral Schley*.

O. W. Lee, after two years on the *West Ison*, is taking a vacation. It is doubtful whether the *West Ison* will sail for some time.

The local Radio Supervisor for the Shipping Board has moved from the Securities Building to 731 Central Building. This will be good news for Shipping Board operators, as it means a much shorter walk from our office to that of the Radio Supervisor.

PORTLAND

MR. O. R. REDFERN, Radio Inspector, Seattle, was in Portland recently, holding an examination and inspecting stations for license.

H. C. Knight, second on S.S. *Senator*, has been relieved by O. R. Anderson. Knight is now making a big noise with his 1 K. W. amateur set at Vancouver.

E. L. Brunk, who made the last trip on the *Pawlet* to the Orient, is busy checking over the apparatus. The vessel is to lay up.

It was quite a joke the engineer placed on E. A. Raynal and V. H. Burnett, S.S. *Curacao*. It was like this: While loading at the dock, the engineer shut down his generator and connected the ship's switchboard to the city current on the dock. About that time, Raynal thought it a good idea to test his sending set to see if it was working O. K. He turned all the juice available into the motor-generator. Nothing doing, it wouldn't budge an inch. Whereupon Raynal got excited and took the thing all apart, looking for the trouble. After finding several things all wrong and fixing them, it still wouldn't budge. So excited was he that he sent Burnett, without hat or coat, through the rain on a run, to find the repair man. After careful examination it was found that the city current was alternating.

Some of the boys who visited Portland lately, are: R. Colbert, S.S. *Santa Inez*; G. Van Order, S.S. *Santa Rita*; F. La Violette, S.S. *Captain A. S. Lucas*; J. U. Meyer, S.S. *Colusa*; George Knudsen and D. Gibbons, S.S. *Admiral Evans*; V. J. Bird, S.S. *Senator*.

World's Fair at Portland 1925.

PORT OF LOS ANGELES

THE wireless mast erected by the United Wireless Telegraph Company at East San Pedro in 1911 was chopped down last week to make room for the dredger in the work of widening the channel on the east side of the entrance to what will soon be the new harbor of the Port of Los Angeles. This giant stick, measuring 146 feet in length, is said to have been the longest timber ever brought to this port. Its downfall only took a few sturdy strokes of an axe, and what was once the support of the only radio aerial at this port, fell with a crash which could be heard many blocks distant. In falling, the topmast was badly shattered, and it was found that the large stick was badly rotted far up into the heart, and would have been a menace had it been allowed to remain in use as a wireless mast, as it would have fallen within a short time from its own weight.

Now that actual work has begun on the harbor improvements, it will go forward without interruption, and Los Angeles Harbor will become a reality—a dream come true—made possible by the good work done by our Chamber of Commerce and other civic bodies working to this end.

RADIO CORPORATION OF AMERICA

COMMERCIAL DEPARTMENT

MARINE DIVISION

G. Harold Porter,
General Superintendent
John B. Duffy,
Superintendent Eastern Division, 326
Broaway, N. Y.
Arthur A. Isbell,
General Supt., Pacific Div., Insurance
Exchange Building, San Francisco
Lawrence A. Malarin,
Marine Superintendent, San Francisco
George W. Nicholls,
Dist. Supt., 138 Federal St., Boston
James M. Sawyer,
Supt., Maintenance, Repair and In-
spection, 326 Broadway, N. Y.
Lee L. Manley,
Assistant Superintendent
Julius A. Pohl,
Supt., Gulf Division, 1001-3 Canal-
Commercial Bldg., New Orleans
Edwin A. Nicholas,
Superintendent Great Lakes Division,
1599 St. Clair Ave., Cleveland

SALES DIVISION

E. E. Bucher,
Commercial Engineer
George W. Hayes,
Traveling Representative
Pierre H. Boucheron,
Advertising and Publicity Manager

ENGINEERING DEPARTMENT

E. F. W. Alexanderson, Chief Engineer

DESIGN AND CONSTRUCTION DIVISION

A. E. Reoch, Assistant Chief Engineer
C. H. Taylor, Assistant Chief Engineer
R. C. Edwards, Architect
J. L. Finch, Transmitter Design
R. H. Ranger, Receiver Design
F. H. Kroger, Low Power Design
L. C. Everett, Estimating Engineer
R. T. Rossi, Construction Supt.

OPERATING DIVISION

W. A. Graham, Operating Engineer
A. W. Aird, Engineer-in-Charge,
New Brunswick, N. J.
B. S. Y. Clifton, Engineer-in-Charge
Marion, Mass.
G. L. Usselman, Engineer-in-Charge
N. Y. Radio Central
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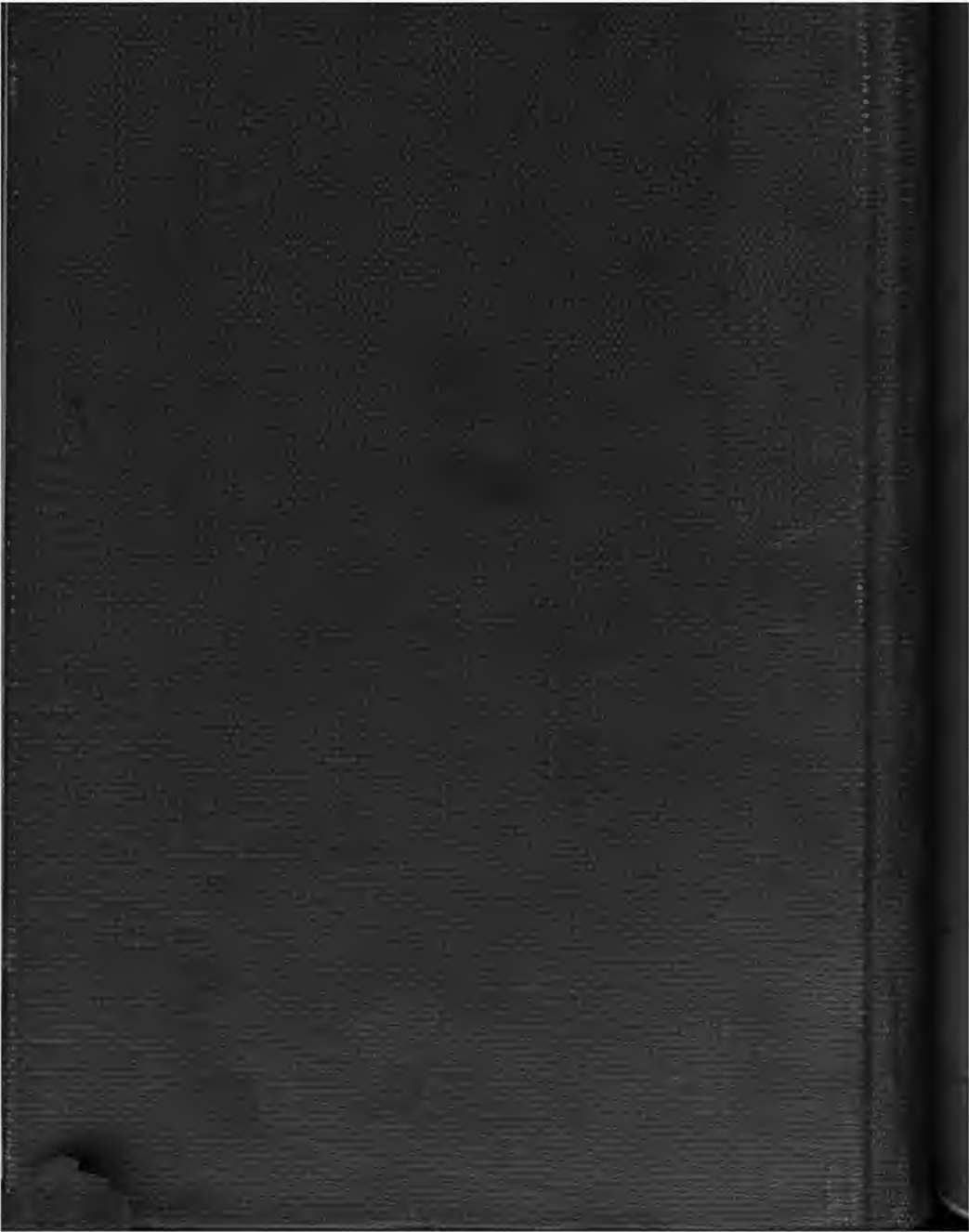
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